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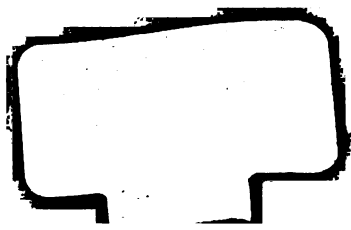
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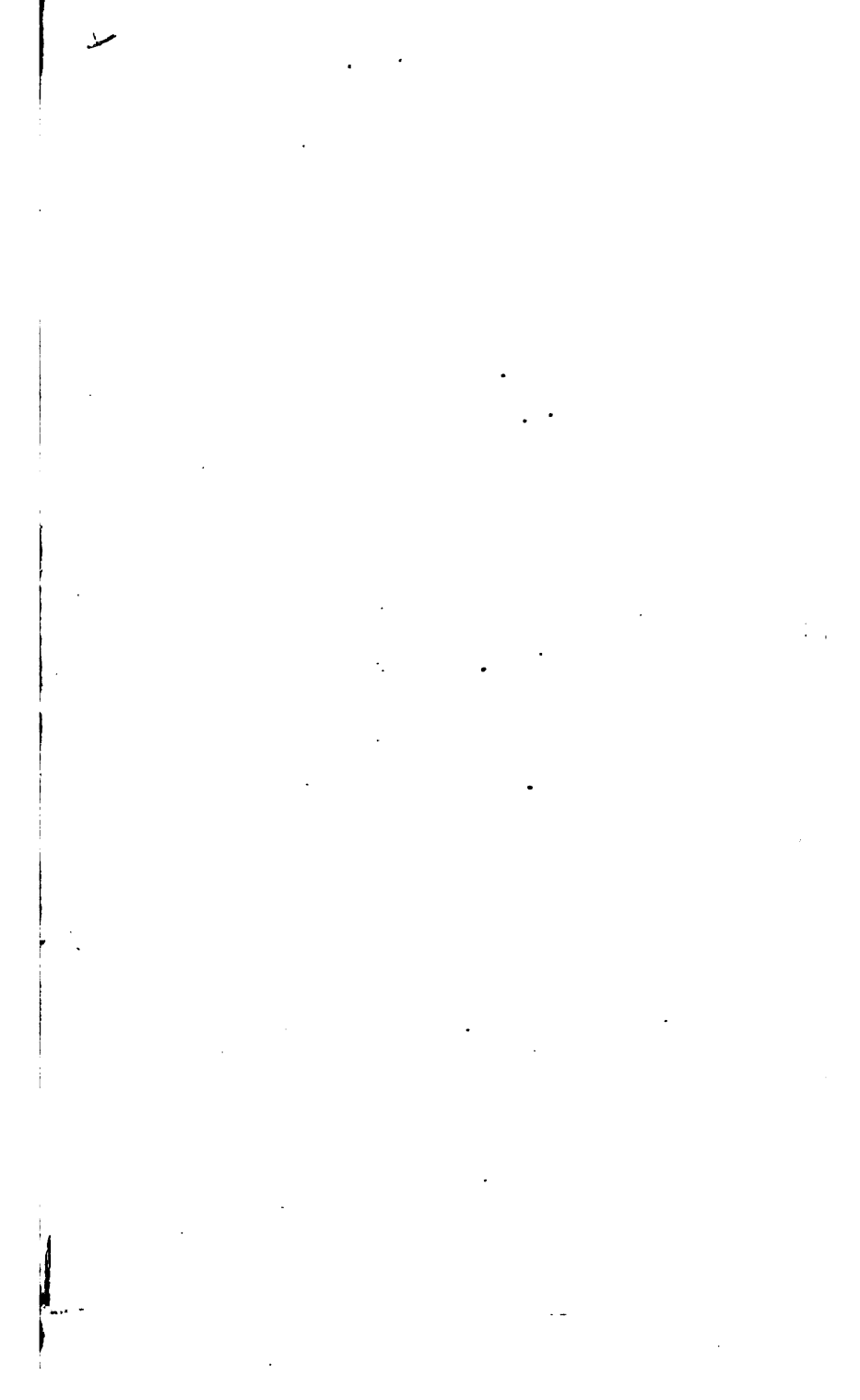
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STEAM COMMUNICATION
WITH
INDIA

CAPTAIN MELVILLE GRINDLAY

1837.





Edinburgh
from A VIEW *the Author*
OF THE

PRESENT STATE OF THE QUESTION

AS TO

STEAM COMMUNICATION

WITH

INDIA.

WITH A MAP,

AND AN

APPENDIX, CONTAINING THE PETITIONS TO PARLIAMENT,
AND OTHER DOCUMENTS.

Robert
BY CAPTAIN MELVILLE GRINDLAY,
EAST INDIA ARMY AGENT,
AND LONDON AGENT TO THE STEAM COMMITTEES OF CALCUTTA
AND MADRAS.

Second Edition.

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TO

THE SECOND EDITION.

A writer who is anxious to advance the interests of Truth, must always feel the demand of a new edition, as a call for an impartial and unshrinking review of the previous one.

If haste, or prejudice, or misinformation, have led him into errors, the opportunity should be seized to correct them. This is a duty which cannot be avoided without incurring just reproach; to feel shame in the discharge of it would argue a deficiency of moral courage; to perform it with reluctance, would indicate an insensibility to the claims of justice.

The following pages were prepared with considerable haste, amidst the pressure of a variety

of engagements, and under the influence of an ardent zeal for the cause which they were designed to recommend. The author was consequently not without apprehension that he might have been led into mistakes of fact, and errors of judgment, which he should have had reason to lament, and which, though his situation would account for, it could not excuse. In subjecting his statements and arguments to the scrutiny of revision, he, however, is gratified to find little which he could wish to recall. The only opinion which with greater leisure and cooler feeling he might in some degree have modified, is that expressed upon the result of the Euphrates Expedition. From the observations at page 10 of the First Edition, it might be inferred that the passage of the Euphrates was to be regarded as constantly and totally impracticable. This would be an erroneous view, as is evident from the fact of Colonel Chesney having proceeded from Bir to Bussora, and the certainty that a return might have been effected but for the delay occasioned by waiting for the Mail from Bombay. While convinced that the Red Sea affords the best line which is available for a constant and steady system of communication with India, the Author is aware that many reasons warranted the experiment on the Euphrates, and even

rendered it imperative upon His Majesty's Government to undertake and persevere in it. He only laments that the recommendation of the Parliamentary Committee to complete the communication between England and India by way of the Red Sea, was not simultaneously acted upon; and he has the satisfaction of recollecting, that while delivering an opinion unfavourable to the adoption of the Euphrates line, he acquitted his feelings by a tribute of respect to the admirable qualities displayed throughout by Colonel Chesney, and to the noble and enlightened designs of those by whom his services were retained.

With these few words of explanation, the Author dismisses this second edition of his brief performance, gratefully sensible of the value of the flattering judgment which has been from various quarters passed upon the first. The interest which it has excited is a gratifying proof that the apathy which once prevailed in this country, with regard to Indian affairs, is rapidly passing away. Engaged as the majority of the English people are, in a constant round of busy occupation, it can scarcely be expected that their attention should be spontaneously bestowed upon objects so remote. But the display of feeling on the question of Steam Communication with India, a display all but universal,

testifies, that when such subjects are fairly brought before them, the people of this country are prepared to appreciate their importance, and feel a warm interest in their success.

ST. MARTIN'S PLACE, LONDON,
1st *February*, 1837.

STEAM COMMUNICATION

WITH

INDIA.

In every age in which commerce has flourished, some one state or people has taken the lead—contributing the largest share of talent, enterprise, and capital, and deriving thence a proportionate amount of wealth, influence, and political power.

But commercial prosperity and grandeur, have rarely been of long duration in any country; and the reason of their decay has generally been either the want of foresight to anticipate approaching changes, or the want of energy and skill to meet and turn them to advantage. It is a trite remark, that the world is in a constant state of change, but in the present day, when the progress of mutation is so rapid, and so extensive, it is a truth, the recollection of which will be found most important to the success both of individuals and of communities.

The British nation is now the head of the commercial world. The length or brevity of the period during which she shall enjoy this distinction, depends, under Providence, upon herself. She has advantages which, if duly improved, may enable her long to retain her pre-eminence, and even to advance herself still higher in the scale of mercantile greatness. Her capital, her character, her mineral wealth, her nautical skill and experience, her vast colonial and dependent possessions extending into every division of the globe—afford all the materials for giving stability and permanence to her present position. The only cause for apprehension exists in the possibility, that relying too much upon her advantages, and attaching too little importance to the cultivation of them, Great Britain may neglect the resources which she so abundantly possesses, and suffer the elements of wealth and power to moulder away in her hands.

It may be answered that such a result is not to be expected, from the general character of the British people for spirit and enterprise; and their maritime and commercial triumphs may be referred to in proof. It is quite true that in general, the people of this country have not been slow, either to discern or to improve the sources of commercial greatness; but it is

equally true, that there has been at least one striking exception.

India, with its widely extended boundaries, and myriad population, has at no time occupied that place in the public opinion of England, to which it was entitled. Its interests have been too frequently regarded as altogether distinct from our own—its agricultural and commercial prosperity, as matters in which we have no concern. This feeling may have arisen in some degree from the restrictions to which its commercial intercourse with this country was so long subjected. Those restrictions, indeed, were gradually and materially relaxed during the progress of the last half-century; but it is only within four years, that the final stroke has been given to them, by the concession to Europeans of the uncontrolled privilege of residing in any part of the British dominions in India, with some few exceptions, in which the continuance of the old rule was thought to be called for by reasons of state. But while the public indifference may partly be accounted for, by the exclusive principle which formerly prevailed in our Indian possessions, it is probable, that the far greater portion of it is attributable to the great distance which intervenes between Britain and the most magnificent of her dependencies. As far as the transit of goods is

concerned, this may be regarded as of little importance, except inasmuch as the increased charge for freight may affect the price; but every one at all acquainted with the operations of commerce, must be aware that the existence of regular and rapid channels of correspondence, is to the merchant of incalculable value. This may be illustrated by reference to domestic trade. The Canal-boat, or the Stage-wagon, may, in a majority of cases, afford a conveyance of goods, sufficiently speedy; but if the post travelled only at the same rate, commercial energy would be paralysed; consumption and production would be alike reduced; the comforts of the rich would be materially diminished; while a large portion of the poor, by the cessation of the means of employment would be deprived of the means of subsistence. That which is true with regard to the intercourse between different parts of the same country, is equally so of the intercourse between different countries; and whenever it is desirable to maintain or to create commercial relations between nations, the necessity of resorting to the most efficient means of shortening the period occupied in communication, increases exactly in proportion to the distance. An illustration may again be sought at home. Between London and Northampton it is of

comparatively small consequence, whether the pace of the mail be six miles an hour or ten. In either case the distance would be traversed in a night. But the substitution of the slower for the quicker pace from London to Manchester, would protract the delivery of letters in the latter place, from the afternoon of one day to the morning of the next, while from London to Glasgow it would cause a difference of more than one entire day and night. If, therefore, the correspondence between these three places and London be alike important, there is more reason for accelerating the mail to Manchester than to Northampton, and to Glasgow than to either; and those who have an interest in the trade of the two more distant places, have the stronger motives to desire such acceleration. Commercial men well know the advantages of quick correspondence. They have, within a few years, sought and obtained various changes in the arrangements of the Post Office, with an especial view to their accommodation, and in some towns it is understood that the merchants subscribe to expedite the progress of the mail.

The effects of an exclusive policy in impeding the commerce between India and Britain are now at an end. The second cause of impediment—that arising from the distance be-

tween the two counties, still remains to be overcome, and this can only be effected by availing ourselves of the means which the discoveries of modern science have placed within our reach, and which have been so extensively and successfully employed in other parts of the world. The use of Steam as an agent of locomotion has, within a few years, effected changes of the most extraordinary kind, economizing time, counteracting the obstacles to communication imposed by distance, and giving a fresh impetus to commercial enterprise. Is India, while subject to a British Government, to be the only part of the civilized world deprived of the full advantages of this wonderful power? For the honour of our own country, and for the benefit of both that and India, we will hope not.

Neither the advantages of Steam Navigation generally, nor the propriety of its permanent establishment, as a medium of communication with India, are matters now to be discussed. In favour of both, the question has been decided by the most irrefragable evidence. A considerable period of experiment and observation has prepared the way for acting decidedly and beneficially,—a variety of routes and plans have been suggested, and the only task remaining is to make a judicious choice.

For years the subject has excited in India the most intense interest. Difference of opinion has existed, and still continues to exist, as to some points of detail in the mode of accomplishing the object, but none whatever on its importance, — on this point unanimity is perfect. It is worthy of remark, that the desire for Steam Communication is not confined to the Presidencies—it has penetrated to almost every part of the country. It is not, as might be supposed, restricted to the European inhabitants: the natives participate in it with equal fervour. And though in this country their wishes have hitherto been met with an unaccountable degree of coldness, public feeling is obviously undergoing an important change in this respect, and the cause of Steam Communication with India is beginning to obtain the attention which it so well merits. The degree of notice which it has recently received in the public journals and periodicals, and the proposal to form a Company for carrying it into effect are proofs of this.

Even the question of route now affords little room for discussion. Of the courses which have been suggested, several may be regarded as having descended to the tomb of the Capulets, where they will probably long repose before any one of them will be thought worthy of resusci-

tation. At an early period of the enquiry, men's minds were naturally directed to the usual route by the Cape of Good Hope. It seems, however, pretty clear that, though by the use of Steam the passage from India by that course might be somewhat shortened, and be performed with a somewhat higher degree of certainty than by sailing vessels, there is no reason to expect that, either in speed or certainty, this line is at all comparable to another hereafter to be adverted to. There are various reasons why it is not adapted for Steaming, and its first friends and patrons seem now to have given it up.

Several routes have been recommended, of which the Euphrates formed part. One of them is to proceed up the Rhine, down the Danube, across the Black Sea, overland to the Euphrates, down that river to Bussorah, and thence to Bombay. The single advantage of this route appears to be its convenience for communicating with Persia. Its disadvantages are various and preponderating. In passing through the Austrian territories, the correspondence with India might be subjected to any degree of examination which the authorities might think fit to exercise, and a merchant, writing unreservedly and confidentially to his correspondent in

India, could have no security that his communications, whatever they might be, would not be read by the emissaries of the Austrian Government. Other objections to this route arise from the facts, that the passage of the Danube is generally interrupted during some part of the winter by frost, and that the mouth of the river is actually in possession of Russia. The land journey, moreover, from the further side of the Black Sea, would lie through a mountainous country, and besides these permanent and certain obstacles, there is the possibility of another which might wholly close the principal part of the line against us—an European war. We should then have the work to commence *de novo*; considerable delay would of course arise, and in all probability, considerable commercial inconvenience.

To obviate this last difficulty, it was proposed to substitute for the first part of the route, that to Constantinople by the Mediterranean, to cross the Black Sea from that city to Trebizond, and thence proceed as before. The objections arising from Austrian espionage, and from the annual stoppage of the Danube, are thus removed, as well as that arising from the probability of an European war. But the land journey from Trebizond, among high and difficult

mountains, forms part of this line as well as the former. Neither of them is intended especially for the benefit of India; they embrace other objects to which a direct communication with India is, in some degree, sacrificed. Other means of approaching the Euphrates from the Mediterranean have however been suggested, and the ports of Scanderoon and Latichea have been named as affording existing facilities for this purpose, while Seleucia and the mouth of the Orontes, it has been alleged, are susceptible of such improvements as would adapt them to the end in view. But the value of these suggestions depends upon the *certain and permanent* practicability of the passage of the Euphrates, and unfortunately this is not established to a sufficient extent. The talents and perseverance of Colonel Chesney, who has been engaged in the attempt to effect a passage by this river, are never to be mentioned without respect, and the enlarged views and public spirit of those authorities by whom his expedition was encouraged, merit all praise; but the result does not warrant a belief that the Euphrates can be depended on as a constant channel of communication between Great Britain and India.

The result of the Euphrates experiment, having

thus far disappointed the hope of its projectors, and the Cape route being universally abandoned, as a regular means of conveyance, there is but one line remaining for adoption, and happily that is one of which the practicability and facility have been attested by satisfactory experiment. It is now certain that the only course by which a steady and rapid Steam communication with India, is to be expected, is by the Mediterranean and the Red Sea. There is some difference of opinion as to the point to which it should be at first directed, in India. Some thinking that it should be confined to Bombay, whence letters might be distributed by Dawk, to the rest of India;—others, that a more extended system of communication by Sea should be established, by forwarding the Mail from the Red Sea to some central point, whence Steamers should proceed to the three Presidencies. In the event of the latter plan being adopted, *Point de Galle*, in Ceylon, has sometimes been named as the rendezvous,—at others, Socotra. The questions opened by the difference on this head are too numerous, and involve too much discussion, to be here even adverted to. But it is satisfactory to know that their decision, whatever may be the result, will in no way affect the great principle of the plan, which is to in-

crease the facilities of intercourse with India, by the establishment of Steam Communication by way of the Red Sea. Let this plan be once established on a solid and durable basis, and whichever mode may be selected, the consequences must be beneficial: and if it should happen that the best should not be chosen in the first instance, the door will always be open to improvement. On the route from England to the further extremity of the Red Sea, all are agreed. It would be folly then to suffer any difference of opinion with respect to the remainder of the course, to delay the realization of a scheme which, under any modification, must be of universal benefit. At whatever point Steam communication may touch India, its effects will be felt throughout the entire country. There has been enough of procrastination—the time has now arrived to act with decision.

During the sitting of the Committee of the House of Commons, in 1832, on the renewal of the East India Company's Charter, some inquiry took place on the question of Steam communication; but the attention of the Committee was at that time directed to too many subjects of pressing interest, to admit of much time or consideration being spared to the pursuit of incidental inquiries. In 1834, a Committee was

appointed specially on this subject. The Committee sat for upwards of a month and examined witnesses of every class, from whom they were likely to derive information. The result of their investigation was recorded in twelve resolutions, reported to the House on the 14th of July. In those resolutions, the Committee expressed a strong opinion in favour of a regular expeditious communication with India, by means of Steam; and recommended that measures should immediately be taken for its immediate establishment "by the Red Sea." The choice of the course from the Red Sea to India, was referred to His Majesty's Government, in conjunction with the East India Company, between whom it was suggested, that the net charge of the establishment should be divided. With regard to the Euphrates, the Committee recommended further experiment, and a grant from Parliament of £20,000, to provide for the expense.

It is remarkable, that the suggestions of the Committee as to the Euphrates should have been adopted and acted upon, while their recommendation of immediate measures for establishing a communication by way of the Red Sea still remains—a recommendation of the Committee, and nothing more. Of the

practicability of the passage by the Euphrates, there was considerable doubt; of that by the Red Sea there was none; yet while for the former the money was forthwith provided—the latter, which had been previously ascertained to be available, is, at the expiration of twenty-eight months, still open for occupation, either by private adventure or public enterprise.

The delay, however, has at least effected the removal of the objection to act, arising from the difficulty of determining between the claims of conflicting routes, and there is, consequently, no pretence for postponing proceedings, in order to afford time for ascertaining the advantages of rival lines. It is now clear that we must have the desired communication by the Red Sea, or we cannot have it at all. All the exertions of the friends of India must therefore now be directed towards one plan, instead of being weakened by a division among several.

The only question remaining is, how is this great object to be accomplished? Is it to be by public or private means, or by a union of both?

As might be expected, where so much interest has been felt, a variety of plans have been proposed; and in some cases, their respective advocates appear to have been dis-

posed to regard each other with some degree of hostile feeling. This is to be lamented.—Where all have a common end, and the only difference is as to the means of attaining it, a candid construction of the motives and views of every one who is striving in the cause, may fairly be looked for. The readiest as well as the most effectual way to put a stop to any opposite feelings, will, however, be the selection and establishment of some one plan. The benefits of Steam Communication once within the reach of those who so anxiously desired them, they will no longer dispute about the means through which they are obtained.

One of the earliest plans was suggested by Lord William Bentinck, when Governor-General of India.—He proposed a Quarterly communication between Bombay and Suez, to be effected by private agency, the contractors receiving from Government two lacs of rupees (£20,000) per annum, and being permitted to appropriate the postage of letters, in consideration of which advantages they were to carry the Government Despatches. The duty of the contractors commencing and terminating at Suez, the transit of the mail between that place and Alexandria was to be provided for by other means; while its conveyance between Alexandria and England

was to be effected by the Government Steamer in the Mediterranean.

Another plan suggested by the merchants of Calcutta excited considerable attention. They proposed to establish a regular line of Packets from Falmouth, totally independent of the Government Packets in the Mediterranean,—to provide for the passage across the Isthmus of Suez, and from thence to the four great ports of India and Ceylon, Bombay, Point de Galle, Madras, and Calcutta; the communication to be quarterly.—In return for this accommodation, they required from Government a bonus of three lacs of rupees (£30,000), and an annual contribution of five lacs (£50,000) for five years; the postage remaining in the hands of Government.

A modification of the last-named plan subsequently emanated from the same quarter. The communication was to be quarterly as before; and the line, as in the previous plan, was to extend from Falmouth to the three Presidencies and Ceylon. But, in consideration of being permitted to receive the postage, the projectors were willing to forego the bonus formerly required, and to undertake the contract for three lacs (£30,000) annually, instead of five.

These are the principal plans which have been suggested in India. It will now be proper to

advert to those which have been proposed in England.

Mr. Waghorn, in his evidence before the Commons' Committee, in 1834, suggested the formation of a Company to work the complete line from Calcutta to Liverpool; and he conceived that an annual allowance of £30,000, with the postage for five years, would be sufficient to induce parties to undertake its establishment. The route to be that by the Red Sea, and the communication quarterly.

The Committee of the House of Commons, it has been seen, recommended a public establishment for Steam Communication with India by way of the Red Sea, the expense to be divided between His Majesty's Government and the East India Company. To the decision of those authorities the Committee referred the question, whether the communication should be from Bombay, Calcutta, or according to the combined plan of Bengal; though, from the use of the words "in the first instance," it may be presumed that the Committee contemplated in any case its ultimate extension to all the Presidencies. The frequency of communication was not adverted to; but from a passage in the tenth resolution, in which the Committee refer to a certain combination of circumstances, as rendering the communication "certain in every

month of the year," it may be inferred, that the opinion was in favour of a monthly communication.

From the time of the report of the Committee to the present year, the friends of a convenient system of correspondence with India, have been in expectation that the subject would be taken up by authority, and the accommodation for which they were anxious, established by the State. Nothing, however, having been done, and the failure of the Euphrates experiment having frustrated every hope in that quarter, the movement in furtherance of the great object has recommenced. A plan sanctioned and supported by a large proportion of the merchants of London, connected with India, has been issued for the establishment of a Company to undertake the accomplishment of the desired object.* This Company propose to establish a monthly Steam communication between Falmouth and Bombay, by the Red Sea; and further to supersede the government Mediterranean establishment, by undertaking the transmission of the mail between England and Cadiz, Gibraltar, Malta, and Alexandria. The remuneration required for these services, including the conveyance of despatches to and from India, is an annual sum of 65,000/., and the postage of private letters.

* See Appendix, page 74.

A plan for effecting the same end by different means is recommended in the *Asiatic Journal* for October last.* It proposes the transfer of the entire Post Office arrangements, between Great Britain and India, to the East India Company; his Majesty's Government to carry the India mail to Alexandria; the passage overland to Suez and the voyage to India, to be effected at the charge of the Company; merchant vessels proceeding to India to be required to carry letters for the Company as they do now for the Postmaster General; two rates of postage to be authorized, one for transmission by Steam, and a lower rate for letters forwarded by sailing vessels, and the Company's privilege of charging postage to be exclusive. The communication to be monthly, and to embrace Point de Galle, Bombay, Madras, and Calcutta.

These are some of the modes by which it has been proposed to establish Steam communication with India. In all of them the aid of Government would be required, but the amount of assistance sought, is quite trifling compared with the magnitude of the end in view. Some of the plans quoted, are not mere suggestions thrown out for the chance of adoption. The parties who brought them forward were ready

* See Appendix, page 79.

and willing to effect that which they proposed, on receiving the necessary encouragement from Government. The expense ought therefore to be no longer a bugbear. We know its *maximum*. If the State can carry on the plan for a less sum than private projectors have stipulated for, it is the duty of Government to undertake it. If this be deemed improbable, it is no less a duty to give public sanction and support to some one of the plans by which private bodies have proposed to furnish the much-desired accommodation.

The residents in India, European and Native, join in requesting it, and it seems impossible that their united prayer can be much longer refused. Memorials* have been forwarded, from all the Presidencies, to the Court of Directors and the Board of Control. Petitions* to both Houses of Parliament have also arrived from all the Presidencies, and will, on the opening of the Session, be presented. The Calcutta Petition to the House of Commons has more than 7600 signatures. At Agra, Cawnpore, and other places, committees exist for the furtherance of Steam Navigation. It remains for the people of the United Kingdom to aid with their voice the call from the East, and thus to ensure the success of an application in which their own commercial interests

* See Appendix, pages 41 to 73.

and national honour are so intimately concerned.

Is India unworthy of the boon requested, or of any which it is in the power of this country to confer? A glance at its extent, stretching from Cape Comorin to the Himmalaya mountains, and from the Arabian Sea to the Birman Empire, combined with the recollection that the larger portion of the immense tract is either actually under the government of this country or subjected to its influence, may answer the question. Extending into above twenty degrees of latitude, with a longitude, of which, in some parts, a greater number may be counted, is it fitting that such a country should be deprived of advantages which are afforded to Malta and the Ionian Isles,—mere specks, scarcely discernible upon the Map of the World? The apathy too common, with regard to Indian interests, can alone account for this still remaining a question.

India is not only an extensive but, in many parts, a densely populated country. If numbers, therefore, can give a claim to the attention of Government, India has, on this ground, a pre-eminent one. The destinies of its people are in the hands of this country, and it is incumbent upon us to promote their im-

provement. The science, the arts, the learning, the civilization, the religion of the West will advance in India, in proportion as the two parts of the world are brought together by frequent and rapid communication. To the philanthropist and the Christian these considerations appeal as strongly as to the Legislature. Parts even of the same country may remain estranged from each other, and may exhibit, at the same period of time, a very different state of society, if there be a deficiency of the means of communication between them; but if these are supplied, the differences gradually disappear, and the knowledge, opinions and feelings, the habits and modes of life prevailing in the more refined and instructed divisions extend themselves into those which are less so, by removing without violence, and by merely moral force the causes which engender and foster intellectual darkness.

The national honour demands the improvement of India, and every one alive to the feeling of patriotism, will be anxious to promote to Half a century ago, a distinguished statesman reproached England with having done nothing for India, which afforded evidence of the benefits of her rule. It may be feared that even since that period, the progress of improvement has been more tardy than it ought to have been.

It is full time, then, to shake off the imputation and vindicate the national character.

But national interest, no less than national honour, calls for the adoption of the best and most improved means of communication in our intercourse with India. Although our policy there has been for the most part pacific, the acquisition and defence of our dominions has required a large expenditure of blood and treasure. We believe our authority and influence in the East to be worth preserving, or we should not have consented to uphold them by such means. Can we then hesitate now, when a trivial expense will not only enhance our influence in an extraordinary degree, but will add to the security of our empire, by providing for the conveyance of intelligence, and the transmission of an answer in less than the ordinary time, which one of these operations would occupy with no greater facilities than sailing vessels afford?

To overthrow our supremacy in India might not, perhaps, be an easy task; but we may be involved in very serious trouble and expense in maintaining it, unless we are prepared at all points for an attack. The application of Steam to the purposes of communication, will increase our power of preparation, and thus conduce to the permanence of our sway. The hostile designs

of a great Northern Power against our Eastern territories, have long been matter of apprehension. Russia is far nearer to India than we are, and her attempts to increase her dominions in that direction are unceasing. It would be both idle and weak to dissemble the danger. The part of wisdom is to provide against it; and the time may not be distant when Steam Communication may be the means of preserving unbroken the connection between England and India. Secure and stable as our dominion now appears, we must not flatter ourselves that the calm will always continue. Whenever it shall be disturbed, the disturbance will most likely be the result of Russian attack, or of Russian intrigue. The latter mode is, perhaps, the more probable; but whether the enemy proceed by an open demonstration of hostility, or by the more insidious but more promising course of fomenting intrigues against us among the Native Powers, and the families of dethroned Princes, we shall need all the resources with which the advanced state of knowledge can furnish us. In former emergencies, indeed, we have always had men capable of sustaining British interests against the united force of Native and European enmity; and we need not despair of again meeting with such men when circumstances demand them. It was in the hour of peril, that

the talents of a CLIVE, a CORNWALLIS, a WELLESLEY, and a HASTINGS, were developed ; and should danger again arise, the illustrious group may be swelled by the addition of some name as yet undistinguished in Indian History. But to the master-mind, wherever it may be found, to whom the future safety of British India shall be intrusted, the facility of rapidly communicating with the Government at home, will afford an increase of strength not to be calculated.

The political safety of India is intimately connected with its commercial prosperity, and consequently with its commercial value to this country. This position is by no means inconsistent with the received doctrines of political economy. It may be, that if India were separated from the dominion of Great Britain, and placed under a free, wise, and enlightened Government, her value as a commercial correspondent of this country would not be diminished, and the example of the United States of America may be quoted in proof. But while this may be admitted fully and unreservedly, it is at the same time perfectly certain, that the separation of India from Great Britain would withdraw from the latter country all participation in her commerce ; because the Government which would succeed the British, would be neither free, nor wise, nor enlightened. The breaking up of the

British dominions would be followed either by the establishment of a number of Native Principalities, or by the extension over India of the authority of the most ambitious and encroaching Power of modern times,—a Power which, within a comparatively recent period, has stretched itself Eastward, and Westward, and Southward, and which still pursues its schemes of aggrandizement with unabated ardour.

If the British territories were parcelled out among native Sovereigns, commerce would be at an end, because peace and reasonable government would be at an end. Ignorant, unprincipled, and rapacious, these Princes would be engaged in perpetual broils, and the country would return to that state from which it has been rescued by British interference. Some part of the country would always be in a state of warfare, and even the intervals of peace would be productive of no commercial advantage. Under such Governments there would be no security for property, and consequently, enterprize would be discouraged; odious and mischievous imposts of every kind, which the good sense of European rulers are gradually removing, would be forthwith revived. The Transit duties, which have been recently abolished throughout the territories of Bengal, and which will soon cease to exist throughout all

the Presidencies, we may be sure would again be levied; for an Eastern despot never waits for the gradual accumulation of the golden eggs, nor spares the life of the bird, if he thinks that even a small amount of present advantage will reward the sacrifice. These Governments, too, would not only be rapacious but weak; and the hordes of robbers, with which India once abounded, and which even the vigour of a European Government can scarcely hold in check, would speedily re-assume that place in Indian society, from which our Western notions have dismissed them. This would be the consequence of the re-establishment of native rule. War, and the more ignoble modes of rapine prosecuted during what would be mis-called peace, would quickly drive all commerce from the shores of India. If the other branch of the alternative be taken, and Russia supposed invested with that power which is now held by England, it will require no argument to show that the fall of our commerce will follow that of our territorial dominion. It is of our commercial and maritime greatness that the Russian Government is especially jealous; and though that Government has seldom failed to abound in liberal professions, it has never been prone to indulge in liberal policy.

Arising from these reflections is one especially

addressed to the holders of East India Stock. Their principal and dividends are secured to them *by* the Government of Great Britain, but they are secured *upon* the territory of India. Whatever places that territory in danger, consequently impairs the security of the Stockholder; and on the other hand, every new barrier to the British authority in India, is an addition to that security. The Proprietors of East India Stock have, therefore, a direct interest in promoting the cause of Steam Communication with India.

Our commerce, it has been seen, will not survive the destruction of our political power, and Steam Communication will be an important agent in the preservation of the latter. But the direct advantage of such a communication to commercial intercourse, is a point not less striking and more immediately obvious. Commerce, with all the disadvantages under which it has hitherto been conducted, has flourished to an extent deserving some sacrifice for its preservation. The annual amount of the *private* mercantile transactions of Calcutta and Madras with Europe, on an average of three years, from 1829-30, to 1831-32, was nearly four millions sterling; the average of the same class of transactions during the same period at Bombay, was considerably

more than a million and a half. To these sums are to be added the amount of the trade of the Company, which, at Bengal and Madras alone, averaged nearly two millions. The trade with Ceylon was equal to nearly two hundred thousand pounds, and thus there was an average of above eight millions sterling, annually, exclusive of the Company's trade at Bombay. This, be it remembered, occurred before the expiration of the last Charter, when impediments to the freedom and extension of commerce, were in existence, which the legislature has since abolished. Freed from these embarrassing circumstances, who can doubt that the trade of India will go on and increase ! And it must be remembered, that the benefits of Steam Communication will extend themselves to other quarters besides those whose special benefit is intended. The intimate connection of the trade of China, with that of India, will render the facilities extended to one in an eminent degree beneficial to the other, and the annual amount of the trade between China and England, is five or six millions. The commerce of the Eastern Islands, will thus also be brought more directly within our reach ; new channels of enterprise will be opened, and old ones improved.

These facts have reference to those branches

of India commerce, with which England is more directly concerned. But nothing that enriches India can be a matter of indifference to England; and it must not be forgotten, that the former country carries on an extensive trade with the countries bordering on the Red Sea, and that the proposed communication would be a source of great benefit to this trade. The native merchants demand it *una voce*, and protracted denial will at least bear the appearance of inattention to their wants and wishes.

The manufactures of England have in some instances superseded those of India. Of the trade which has been attended with such a result, England at least has no right to complain; and though India may have suffered thereby some temporary inconvenience, she possesses in her internal resources, the means of recovering and of converting the trade with England into a mine of wealth and prosperity. India can never again be a great manufacturing country, but by cultivating her connection with England she may be one of the greatest agricultural countries in the world. She may furnish the raw commodity, which the local advantages of England enable that nation more beneficially to work up. Here too, England will gain a double advantage by securing in India, at once a field for raising the raw material, and a market for the

consumption of manufactured goods. The Cotton and Silk of India may at some future time afford the principal, perhaps the only supply for our looms. A Continental war would cut off our supplies of Silk from France and Italy,—a war with the United States would shut up the storehouse of our Cotton. These occurrences, it may be said, are not immediately probable, but what prudent man will trust his fortune to mere probability, when he can have comparative certainty? The native merchants concerned in the Silk trade of Calcutta, know the value of English connection, and are most anxious for the establishment of the only means that can improve it to its full extent. Are the merchants of London, and Liverpool, and Bristol,—are the manufacturers of Manchester, and Macclesfield, and Nottingham, less discerning or less spirited than the natives of Bengal? Are they slower in perceiving an advantage, or less energetic in seeking to realize it? This cannot be believed.

The extent of correspondence between England and India, is generally little appreciated. It has however been ascertained in the best and most satisfactory manner, namely, from official authority. The average number of letters received at Calcutta, is 83,189—the average number of those despatched 72,397; the average of

Madras is, received 31,306; despatched 40,614. At Bombay, there are received 30,000; despatched 24,000. At Ceylon, the number despatched is 6,505, the number received not known, but it must of course amount to several thousands. Is not this an extent of correspondence worthy of an adequate establishment for its conveyance? Is it creditable to the Country to leave it to chance, or to indirect and desultory private enterprize?

A large portion of the above correspondence is mercantile. Another portion is of a different character, but, in the eye of humanity, not less important. In India, a vast number of Englishmen are secluded from the land of their birth, from the homes of their childhood, from the friends and companions of their youth, from the parents to whom they have been accustomed to look up with mingled affection and reverence, from those with whom they are united by the bonds of fraternal love, and from the children whom the climate, in which their lot is cast, compels them to educate, at the distance of half the globe, from themselves. If they have the feelings of men, their thoughts must often revert to those distant relations, and they must endure on their account many a moment of painful anxiety. The feelings of those friends in England are precisely the same, with regard to

their relations in India : they are, in fact, more anxious and more bitter, from the consciousness of the added perils which a residence in India attaches to the chance of life and health. To all thus situated, the diminution of time which Steam Communication would effect in the transmission of letters, would be a boon, the full value of which can be appreciated only by those who, under the pressure of anxiety for all that is dear to them, have watched and waited for expected tidings, till they have experienced that sickness of heart arising from "hope deferred." The separation, at best, must be painful, and it is cruel to aggravate it by unnecessary infliction.

The number of persons whose dearest feelings of attachment are thus bound up with India are not few, nor are they restricted to any particular circle of society. There is scarcely a family which has not some interest in the subject, intimate or remote, and no station in life, from the peer to the peasant, exempt from its influence ; and while the improvement sought will add to the felicity of wealth and rank, it will, in many instances, be regarded by the humbler classes as one of the most valued blessings which could be conferred on them.

The Members, both of the Civil and Military Service of India, quit their country at an early

age. The latter when mere boys; the former when only on the verge of manhood, or at most, having just attained it. It is highly important, to the characters of both, that their sympathy with their native Country and its morals should be preserved, and there is no better method of preserving it than by a frequent correspondence with their European connexions. They may be placed in circumstances where their good feelings and good principles will be in danger; if they should, the earnest and affectionate advice of an absent parent or friend will be likely to prove the best safeguard against temptation; and by multiplying the opportunities, and increasing the certainty of correspondence between England and India, we shall contribute to sustain and improve the character of those who administer the government of India in the name and on the behalf of Great Britain.

These are but a few of the advantages with which Steam Communication with India is fraught, but these are enough to justify its adoption,—they are enough to render inexcusable the neglect of it.

The question of its establishment is not a party one,—it is unconnected with any differences of political or religious opinion,—and the manifold advantages with which it is fraught to India, to Britain, and to mankind in general,

ought to unite good men of every shade of party and every variety of creed in its support. It has nothing to do with disputed questions of Political Economy, for the advocates of all systems agree in the benefit of rapid, steady and regular communication. The concession of the required boon can in no way affect any interests connected with the administration of the Government of India, except to render them all more stable and more popular,—what then can be urged against a measure, which, to minds of every description, presents but the features of unmixed good? The settlement of the question is demanded by every consideration of public advantage; the mischievous consequences of the present uncertainty being such as imperatively call for suppression.

The expense, it is ascertained, would be trifling.* From the Madras calculations, it appears that it would fall short of 23,000*l.* per annum;†—further, there is the best reason to conclude, that it would be temporary, and that the plan would very shortly pay its expenses, if

* It is understood that by an official return recently made for the Admiralty, the expense of the Mediterranean Steam Establishment has been found to be much lower than could have been anticipated.

† See Appendix to Memorial to Court of Directors from Madras. Appendix, page 57.

it did not leave a surplus. This great Country can surely bear the expense of a few thousand pounds, to bind to her more closely the richest possession which any nation ever held in dependency. The East India Company can surely contribute something to an establishment, which would return the outlay a hundred fold in the improved circumstances of the Country committed to their trust. The only valid excuse for the refusal of either, would be inability, but happily this does not exist. England is not without funds to promote all good and useful purposes, and those best informed with regard to the finances of India, declare them to be in a rapid state of improvement.

The establishment of a full and complete Steam Communication, with all parts of India, will bind that country to England more closely than any other means that human ingenuity could devise,—is this an important object? It will afford the means of promptly frustrating the machination of that Government of whose power in the East, England has most cause to be apprehensive,—is this an important object? It will extend the Commerce of both countries, it will tend to increase the wealth of the Capitalist in both, promote the comfort of the Ryot in India, and give bread to the manufacturer in England,—are these important ob-

jects? In India it will advance the interests of civilization, science and true religion, — are these important objects? It will preserve in our countrymen in India the British feelings and British principles with which they quit our shores,—it will abate the anxiety of husband and wife, of parent and child, by reducing the time necessary for communication one-half, and thus dispense peace and comfort to a vast number of British families, whose members are divided by the distance between Britain and India,—are these important objects? If the judgment and the heart answer all these questions in the affirmative, there is but one more to propose,—will all these advantages justify an expenditure from the public purse of a few thousand pounds? This is the question upon which the legislature and the Directors of the East India Company have now to decide, and it is for the people of Great Britain to strengthen them in the wish which they must be supposed to feel to decide aright.

APPENDIX.

SOME of the documents here submitted to the Public will sufficiently attest the feeling which prevails in India on the subject to which they relate. The Map prefixed will make visible to the eye the advantages and facility of the plan which the Indian community has thus warmly taken up,—the two plans which have recently been propounded in this country will evince the anxiety felt on the question here,—and the memorandum will manifest how abundantly that anxiety is justified by an exhibition of the inconveniences,—the uncertainty and delay at present existing, and the practical benefits which would result from an improved system.

Resolutions of
the House of
Commons,
July, 1834.

Mention has already been made of the Resolutions of the House of Commons (14th of July, 1834), approving the route by the Red Sea, and recommending its immediate adoption as a line of regular Steam Communication with India. Those Resolutions are here subjoined. The expense was then regarded as the most formidable ground of objection, but it will be seen that at that period the Committee were satisfied that the outlay which had attended former experiments, formed no sufficient criterion for judging of that which would be necessary for future operations; but that there was reason to conclude, that by judicious arrangements, the expenditure might be reduced. This has subsequently been placed beyond all doubt, and the principal difficulty has thus been removed. With regard to the passage during the South-west Monsoon, the belief of its practicability is supported by the opinion of the highest naval authorities,—that opinion being founded on what is actually performed against obstacles of greater magnitude.

Resolved, That it is the opinion of this Committee, that a regular and expeditious communication with India, by means of Steam Vessels, is an object of great importance, both to Great Britain and to India.

Resolved, That it is the opinion of this Committee,

that Steam Navigation between Bombay and Suez, having, in five successive seasons, been brought to the test of experiment (the expense of which has been borne by the Indian Government exclusively), the practicability of an expeditious communication by that line during the North East Monsoon has been established. *Resolutions of the House of Commons, July, 1834.*

Resolved, That it is the opinion of this Committee, that the experiment has not been tried during the South-west Monsoon; but that it appears from the evidence before the Committee, that the communication may be carried on during eight months of the year: June, July, August, and September, being excepted, or left for the results of further experience.

Resolved, That it is the opinion of this Committee, that the experiments which have been made have been attended with very great expense; but, that from the evidence before the Committee, it appears that by proper arrangements, the expense may be materially reduced: and, under that impression, it is expedient that measures should be immediately taken for the regular establishment of Steam Communication from India, by the Red Sea.

The following appeal of the people of Calcutta will, it is believed, strike every reader as a paper combining statesman-like views of National interest, with that just appreciation of the beauty and value of the social and domestic affections which is so characteristic of our countrymen, wherever they may be placed. The Petition to Parliament, and Memorial to *Calcutta circular, April, 1836.*

Calcutta circular, April, 1836.

the Board of Control and Court of Directors contain a body of facts and reasonings, the effect of which must be irresistible.

CIRCULAR PUBLISHED IN CALCUTTA,
April, 1836.

THE accompanying copies of a Petition to the House of Commons, and of Memorials to the Board of Control and the Court of Directors of the East India Company, praying for the immediate establishment of a Steam Communication by way of the Red Sea, between the four principal parts of India, namely, Bombay, Galle, Madras, and Calcutta, and England, are circulated in full confidence that an appeal from several thousands of their fellow-subjects in this distant country, a great portion of whom are cut off from the land of their birth and their affections, by an interval between their correspondence with their friends and connexions, of ten to twelve months, will meet with sympathy and support from all classes at home.

To those who have spent any portion of their lives in this country, and have returned to their native home, nothing need be said touching the value and importance, in every point of view, of shortening that interval one-half.

To those who have never experienced the anxiety arising from such a separation from their dearest connexions, and to those who may hitherto never have had occasion to give the subject any consideration at all, it may be necessary briefly to notice the vast importance of the establishment of a thorough and complete Steam Communication between England and all parts of India.

The value of such a communication to natives of the British Isles, whose lot is cast in India, from the Governor General himself to the humblest individual, has been re-

ferred to, and there are many in England who will, from the experience of their own anxiety, readily concur in feeling the value of such early information. Calcutta circular, April, 1836.

But great and important as may be the advantages of such a Communication to such persons, including every single individual, male and female, of British birth, they are in reality nothing in the scale of advantages which must necessarily result to both Countries, from Steam Communication between England and ALL PARTS OF INDIA, if established on those principles alone, which have in like cases been found to answer, namely, Speed, Regularity, Security, and the Junction of all Places of Importance interested in the mutual intercourse.

A reference to the incalculable benefits which have arisen in England during the last Seventy Years, from the increased facilities of intercourse, derived from—first, The Establishment of Mail Coaches, and their extension to all the most distant parts of the Country, with the consequent improvement of the Roads—then the Canals—and, finally, the establishment of Steam Vessels, as well for Coast as Inland Navigation—and, above all, that of Rail Roads is sufficient to show the truth of Lord William Bentinck's opinion, that the advantages direct and indirect, for Steam Communication between England and India are so great, that they "would be cheaply bought at any price."

If the general shortening of the time required for intercourse, personal and written, between the several places in England, having mutual relations, has been productive of such great advantages, it is easy to see that a similar reduction in the periods of intercourse between two such countries as England and British India, cannot fail to induce like advantages in the ratio of their far more extended, and far more important mutual interests and duties.

To India, England is indebted for wealth, for fame, and,

Calcutta Circular, April, 1836. in some degree, for the prominent station she holds among the Nations of the World. In return, she has a duty to perform to the countless millions subject to her sway—a duty which can never be performed as it ought to be, until the barrier which upholds their mutual ignorance, and thence fosters their mutual prejudices, is broken down.

That barrier once removed, can it be for one moment doubted, that the Arts, the Sciences, the Civilization, the Capital of England would rapidly find their way to India? Their very nature is to extend—they only require a road, and when that is made easy to any place needing their presence they cannot but go. India does need, and England can furnish them—and it is her duty to do so.

It is her bounden duty to open wide the doors of India, for the entry and spread, **EMPHATICALLY**, of the knowledge of Europe. It is the one thing needed in India to enable her to advance, as, *under the dominion of England* she ought to do, in the scale of Nations, and this can only be done effectually, by approximating the two Countries in the manner proposed.

Among the advantages to England would be the more ready employment of Capital, with consequent extension of Commerce, and the greater security of the Indian Empire; but it is of course impossible, in an Address of this nature, to point out, minutely, the advantages of such a Communication; to those who give attention to it these advantages become more and more apparent, and nothing would appear to be wanting to ensure that Communication being established as it ought to be, on the most enlarged and perfect scale, but a similar general expression of the public desire of the British Islands, as has now been long declared through all parts of India, and in the hope of inducing that expression, this appeal is made.

CALCUTTA PETITION,

To be presented at the Meeting of Parliament by the Calcutta Peti-
tion to Par-
liament.
Right Hon. Lord Wm. C. Bentinck, M.P.

To the Honourable the Commons of the United Kingdom of
Great Britain and Ireland in Parliament assembled :

The Humble Petition of the Inhabitants of Calcutta and its
neighbourhood.

SHEWETH,

THAT the Establishment of a Steam Communication between India and England has been for several years past the ardent desire of the whole of the British Inhabitants of this country, and that this desire has of late years extended to the natives; and that the public wish of all India has been lately expressed in the strongest manner by the voluntary subscriptions of a sum exceeding three lacs of rupees, of which above one lac and a half were subscribed in Bengal alone, a great part thereof by natives, for the furtherance of this eagerly sought measure.

That, however the subscription of such a sum, without any view to pecuniary return, may evince the anxiety of all India for the establishment of such a communication, yet your petitioners feel that it is impossible to establish it, much less to carry it on, except by means of the united powers of His Majesty's Government and the East India Company; and your petitioners learned therefore with the utmost satisfaction that a Select Committee of your Honourable House had resolved under date 14th July, 1834,—

“That a regular and expeditious communication with India by means of Steam Vessels is an object of great importance both to Great Britain and to India. That it is expedient that measures should be immediately taken for the regular establishment of Steam Communication from India by the Red Sea. That it be left to His Majesty's Government in conjunction with the East India Company to consider whether the Communication should be in the first instance from Bombay, or from Calcutta, or according to the combined plan suggested by the Bengal Steam Committee; and that by whatever line the Communication be established the net charge should be divided equally between His Majesty's Government and the East India Company.”

That Your Petitioners considered these Resolutions as a pledge that immediate measures would be taken for establishing such Com-

Calcutta Petition to Parliament.

munication in the manner best adapted for meeting the wants and wishes of all the principal ports of India.

That it is therefore with pain proportionate to the satisfaction which they felt in hearing of the pledge of your Honourable House to perfect this their anxious desire, that Your Petitioners find that up to the date of last advices from England nothing had been done in redemption of that pledge; that no steps appear to have been taken for the regular Establishment of Steam Communication from India by the Red Sea; and that no effectual consideration had been given, by His Majesty's Government in conjunction with the East India Company, to the only question which Your Petitioners understand to have been left to their decision before giving effect to the Resolutions of your Honourable House—namely—whether the Communication should be in the first instance from Bombay, or from Calcutta, or according to the combined plan suggested by the Bengal Steam Committee.

That Your Petitioners beg leave to submit to the consideration of your Honourable House the following opinion lately expressed by a Right Hon. Ruler of this country, regarding the importance of Steam Communication between this country and Europe, viz.—

“I have been a zealous supporter of the cause of Steam Communication from the strongest conviction confirmed by every day's further reflection of its vast importance to innumerable interests both national and commercial. I cannot command the opportunity of forwarding its future success, but if within my reach you may depend upon my most earnest efforts to promote its progress, and to obtain for India an advantage so great in all its *direct* and indirect consequences that in my opinion it would be cheaply bought at any price.”

Your Petitioners, fully concurring in the sentiments above expressed, humbly but earnestly pray that your Honourable House will graciously adopt such measures as to your wisdom may seem requisite for the immediate carrying into effect the Resolutions of the Committee of your Honourable House for establishing a regular, expeditious, and frequent communication between the principal Indian Ports and Great Britain by means of Steam Vessels by way of the Red Sea.

And Your Petitioners will ever pray.

Calcutta, 5th March, 1836.

[This Petition was signed by three thousand five hundred and forty-two British and Native Inhabitants of Calcutta and its neighbourhood, including the three Judges of the Supreme Court of Judicature,—the Commander-in-Chief, and three other Members of Council,—Judges of the Sudder, Dewanny, and Nizamut Adawult,—Members of all the public Boards, and generally the Heads of every public Department,—the British Merchants of Calcutta,—the highest Classes of Native Subjects,—the Native Merchants, especially those connected with the silk trade, and that carried on between Calcutta and the Red Sea. Since which, Signatures from the Interior make the total 7632.]

Calcutta Petition to Parliament.

CALCUTTA MEMORIAL TO THE INDIA BOARD.

Calcutta Memorial to the India Board.

To the Right Honourable the Board of Commissioners, &c.

The Respectful Memorial of the Inhabitants of Calcutta and its neighbourhood, duly convened in the Town Hall, on Saturday, March 5th, 1836 :

SHEWETH,—That Your Memorialists having the greater part of them for many years, and all latterly, felt the vast importance as well to Great Britain as to India of establishing a regular and expeditious communication with England by way of the Red Sea by means of Steam Vessels, received with the utmost satisfaction the announcement of the following Resolutions of the Select Committee of the House of Commons, dated the 14th July, 1834, and afterwards adopted by the Honourable House, viz.,—

“That it is the opinion of this Committee that a regular and expeditious communication with India, by means of Steam Vessels, is an object of great importance both to Great Britain and to India. That it is the opinion of this Committee, that the experiments which have been made have been attended with very great expense ; but that from the evidence before the Committee it appears that by proper arrangements the expense may be materially reduced : and under that impression it is expedient that measures should be immediately taken for the Regular Establishment of Steam Com-

Calcutta Memorial to the India Board.

munication from India by the Red Sea. That it is the opinion of this Committee that it be left to His Majesty's Government in conjunction with the East India Company to consider whether the Communication should be in the first instance from Bombay, or from Calcutta, or according to the combined plan suggested by the Bengal Steam Committee. That it is the opinion of this Committee, that by whatever line the Communication be established, the net charge of the Establishment should be divided equally between His Majesty's Government and the East India Company, including in that charge the expense of the land conveyance from the Euphrates on the one hand, and the Red Sea on the other, to the Mediterranean."

That Your Memorialists have anxiously looked for the result of the consideration thus pressed upon the notice of His Majesty's Government in conjunction with the East India Company, which they confidently expected would lead to the immediate establishment of Steam Communication with England by way of the Red Sea, in the manner best adapted to meet the wants and wishes of all the principal ports in India; and that Your Memorialists were the more confirmed in their hope and expectation that no delay would be allowed to take place in giving the subject that consideration which its importance demands by the publication in the papers of this Presidency of a letter addressed to the Secretary to the Committee of the New Bengal Steam Fund by the Secretary of your Right Honourable Board under date 8th November, 1834, wherein they were informed that the subject was then under the consideration of His Majesty's Government, and the East India Company, and that the result would be communicated to the Government of India.

That Your Memorialists regret to find that no effectual consideration appears to have been yet given by His Majesty's Government and the East India Company to the matters pressed upon their considerate attention by the above Resolutions of the House of Commons; and that the President of your Right Honourable Board is reported to have expressed himself in somewhat doubtful terms as to the certainty of that Communication being established, which he admitted it was the duty of the East India Company with the aid of His Majesty's Government to take steps for effecting.

That Your Memorialists have received this intimation with a degree of pain proportionate to the pleasure with which they received what they looked on as an assurance of the House of Commons that their ardent and long entertained wish would be immediately realized.

That Your Memorialists beg respectfully to press upon the consideration of His Majesty's Government, through your Right Honourable Board, the vast importance of speedily following up the recommendation of the House of Commons by establishing a regular and expeditious Communication between this country and Great Britain, by means of Steam Vessels, by way of the Red Sea; and on this point Your Memorialists beg to be permitted to lay before your Right Honourable Board the following expression of the testimony of the Right Hon. Lord William Cavendish Bentinck, the late Governor General of India, made on the eve of his departure for England.

Calcutta Memorial to the India Board.

"I have been a zealous supporter of the cause of Steam Communication with Europe from the strongest conviction confirmed by every day's further reflection of its vast importance to innumerable interests both national and commercial. I cannot command the opportunity of forwarding its future success, but if within my reach you may depend upon my most earnest efforts to promote its progress, and to obtain for India an advantage so great in all its direct and indirect consequences that in my opinion it would be cheaply bought at any price."

That Your Memorialists deem it proper to bring to the notice of your Right Honourable Board that the average number of letters received from England and despatched thither in India through the Post Offices annually may be taken as follows:—

	Received	Despatched
Calcutta (on an average of 5 years)	98,189	72,397
Madras (on an average of years)	31,306	40,614
Bombay (from a note of the Post Master General)	30,000	24,000
Galle,—the number received is not known, but say	6,000	
The number despatched is from official reports		6,505
	<hr/> 156,495	<hr/> 143,516
Together		300,011

That the average annual amounts of Mercantile transactions with Europe at the above places, were on an average of three years, viz., 1829-30 to 1831-32 as follows:

Calcutta,	-	-	-	-	-	Rs. 3,79,49,681
Madras,	-	-	-	-	-	„ 59,10,042
Bombay,	-	-	-	-	-	„ 1,63,89,629
Ceylon,	-	-	-	-	-	„ 18,88,007
Together,	-	-	-	-	-	<hr/> Rs. 6,23,37,359

Calcutta Memorial to the India Board.

That the valuable commerce just noticed was the average of the private transactions of the above places prior to the abolition of the right to trade on the part of the East India Company; and that the annual average amount of the trade of the Company during the same period from Calcutta and Madras was, Rupees, 1,91,77,493, exclusive of that from Bombay, (which is unknown to your Memorialists), which amount must eventually be involved in the private transactions of the Commercial community of the two places, making altogether a trade amounting annually to the sum of Rs. 8,15,14,852 exclusive of the late trade of the Honourable Company at Bombay, the amount of which is not known, connected with the commercial correspondence of the above places with Europe*; and, in addition thereto, your Memorialists beg to draw to the attention of his Majesty's Government that the trade of China with England, which amounts to the value of from £5,000,000 to £6,000,000 by the year, is dependent on India during six months out of the twelve for yearly communication with Great Britain.

That the average number of Passengers annually arriving at, and departing from, the undermentioned places, may be taken as follows:—

	<i>Arrivals.</i>				<i>Departures.</i>			
Calcutta,	-	-	-	767	-	-	-	665
Madras,	-	-	-	573	-	-	-	459
Bombay,	-	-	-	287	-	-	-	316
Ceylon,	-	-	-	85	-	-	-	17

And your Memorialists respectfully draw the particular attention of your Right Honourable Board to the above statement regarding passengers; because the Committee of Merchants of Calcutta, who

* Bengal,	-	-	-	-	-	Sa. Rs. 1,56,35,517
						<hr/>
						Rs. 1,68,38,861
Madras,	-	-	-	-	-	„ 2,03,38,632
						<hr/>
The late trade of the Honourable Company at						
Bengal and Madras,	-	-	-	-	-	1,91,77,493
						<hr/>
Private Commerce of Calcutta, Madras, Ceylon,						
and Bombay,	-	-	-	-	-	6,23,37,350
						<hr/>
						Rupees, 8,15,14,852

made a tender to the Government here to establish, on certain terms, a regular communication, by way of the Red Sea, with Great Britain, by means of Steam Vessels, gave it as their opinion, after very full and minute investigation, that the communication must depend, in a material degree, upon the support of passengers, for paying its expenses.

That your Right Honourable Board may in some measure judge of the probability of the steamers being constantly filled with passengers, when regularly dispatched, from the fact, that the *Hugh Lindsay's* accommodations were taken up months before the time at which she was advertised to sail, and that several parties travelled overland, a distance of 1000 or 1200 miles, only to be disappointed, though arriving two months prior to the time fixed for her departure.

That in regard to the expense which the establishment of a sufficient number of steam vessels would occasion to the East India Company, your Memorialists respectfully submit that the resolutions of the House of Commons, proposing that the net charge of the establishment should be divided equally between His Majesty's Government and the East India Company, appears to have very greatly reduced the force of the only objection raised against immediately putting these resolutions into execution, namely, the state of the finances of the Honourable Company, and upon this head of expense, your Memorialists beg leave to observe, that prior to the departure of the late Governor General of India, the Merchants of Calcutta, after the most ample enquiry, offered to his Lordship to establish and maintain, by means of vessels of the largest size and power, independent of the existing communication between Malta and Falmouth, a regular quarterly communication between England and the four ports, Bombay, Point de Galle, Madras, and Calcutta, including the passage across the Isthmus of Suez, provided they got three Lacs of Rupees by way of bonus, and five Lacs of Rupees annually, for five years, from the Government, the Government retaining the Postage, a calculation, which, if at all correct, your Memorialists venture to affirm, would make the annual charge to be equally borne by his Majesty's Government and the East India Company, a sum so small, as neither your Right Honourable Board, nor the East India Company would allow to outweigh the advantages,

Calcutta Memorial to the India Board.

direct and indirect, which the establishment of such a communication on an extended and liberal scale is calculated to induce.

Upon these advantages your Memorialists abstain from enlarging, satisfied that the value of such a communication must be duly appreciated by your Right Honourable Board.

That, in conclusion, your Memorialists respectfully, and most earnestly pray, that the resolutions of the House of Commons may be forthwith fully acted upon, and that steps may be immediately taken by your Right Honourable Board, in conjunction with the East India Company, to establish a regular Steam Communication between the principal Indian Ports and Great Britain, by way of the Red Sea.

Calcutta Steam Committee's letter to Lord W. Bentinck.

To the Right Hon. Lord William Cavendish Bentinck,
&c. &c. &c.

MY LORD,

HAVING been entrusted by the inhabitants of Calcutta and its neighbourhood, with a Petition to the House of Commons, praying for the immediate establishment of a Steam Communication by way of the Red Sea, between the principal Ports of India and England, and directed to transmit it to an influential Member of the House of Commons, conversant with the affairs of India, with a request that he will present the same to the House of Commons, and support the prayer thereof, we could not for a second hesitate in our choice, if aware that your lordship had resumed your seat in the Commons House of Parliament. Sure are we that the whole of India would have alone looked to your lordship as the single individual, to whom, before all others, should be entrusted the advocacy of a measure which owes to your lordship its present advanced position.

To whom could we so consistently or so aptly apply as to him, who, placed at the head of this Empire, and qualified alike from station and talents to judge of the importance of the establishment of an efficient and comprehensive Commu-

nication, has pronounced it to be fraught with advantages, direct and indirect, so great, as to render its purchase cheap at any price.

*Calcutta Steam
Committee's
letter to Lord
W. Bentinck.*

To you then, my lord, we consign the Petition of the Inhabitants of Calcutta and its neighbourhood to the House of Commons, praying for the immediate Establishment of a Steam Communication by way of the Red Sea, between the principal Ports of India and England, with the most perfect assurance, that should your lordship have resumed your seat in the House, it will receive at your hands all that the most ardent friends of the measure can desire.

On the other hand, should your lordship not be a Member of the House of Commons, we respectfully request the favour of your selecting such an individual Member as in your lordship's judgment may be most fitly entrusted with the duty of advocating a cause of such universal importance, as that of bringing into closer contact two parts of the world so widely separated by distance, yet so intimately connected by mutual interests. It may not be inexpedient here to state that the Petition has above 3500 signatures, including those of the Judges of the Supreme Court, the Commander-in-chief, and three other Members of Council, four of the Judges of the Sudder-Dewanny and Nizamut Awdalut, the Members of all the Public Boards, and generally the heads of all the Public Departments of every Branch of the Merchants and Traders, British and Native, of the highest classes of Native subjects, who, as known to your lordship, have of late years advanced considerably in a just appreciation of the value of extensive general information, and are convinced that such information can be best, if not alone obtained by shortening the distance between this country and the seats of European Science.

The Petition has also the signatures of the great body of Native Merchants connected with the Silk Trade, and of those who conduct the extensive Commerce of this place

*Calcutta Steam
Committee's
letter to Lord
W. Bentinck.*

with the Red Sea. In a word, we are satisfied that no Petition ever forwarded to the House of Commons more fairly or more fully represented the wants and desires of the Petitioners than does that now committed to your lordship's care, those of this vast Empire.

We have caused the Petition and this Letter to be forwarded to Captain Grindlay, with a request that he will present them to your lordship, and afford all the personal aid in his power towards the attainment of the object in question, and for that purpose that he will attend to any suggestions which your lordship may condescend to offer.

For ourselves, my lord, we gladly seize the opportunity of repeating the grateful sense we entertain of the uniform support which we have ever received at your lordship's hands in furtherance of the great object entrusted to us, and renew our continued sincere wishes for your lordship's health and happiness, and we are,

My lord, yours, &c.

(Signed) W. H. MACNAGHTEN,
 „ DWARKANAUTH TAGORE,
 „ J. PRINSEP,
 „ W. N. FORBES,
 „ B. HARDING,
 „ R. H. COCKERELL,
 „ D. M'FARLAN,
 „ J. KYD,
 „ THOMAS E. M. TURTON,
 „ JOSEPH WILLIS,
 „ JAMES H. JOHNSTON,
 „ MOTHORNAUTH MULICK,
 „ CHARLES B. GREENLAW.

(True Copy) C. B. GREENLAW,

*Calcutta Town Hall,
31st March, 1836.*

Secretary.

MADRAS DOCUMENTS.

The first of these Papers contains some calculations and statements of great importance. The probable expense, it will be seen, is reduced to a sum so inconsiderable, that it cannot any longer be regarded as offering any obstacle to the establishment of the Plan. The Report of the Meeting, with the Petition there agreed on, will be found entirely consonant with the feeling expressed in the documents from Calcutta.

TO THE HONOURABLE THE COURT OF DIRECTORS
OF THE EAST-INDIA COMPANY.

The Respectful Memorial of the Inhabitants of Madras, assembled at a Meeting held on the 26th of March 1836. Madras Memorial to the Court of Directors.

Your Memorialists being very thoroughly impressed with the important advantages which would result to the State, to the Mercantile Community, and to the Public at large, from the establishment of a regular and speedy communication between Britain and India, by means of Steam Navigation, have seen with much satisfaction that your Honourable Court have expressed an opinion, that such communication "would open the way to other improvements, and would ultimately redound to the benefit of both countries;"* and have stated that, if the finances of India were in a flourishing condition, you might consider it a *duty* to incur even the enormous outlay which you calculated would be necessary for its accom-

* To Bombay Government, 14th March, 1832.

Madras Memorial to the Court of Directors.

plishment; and that while you hesitated, on account of the magnitude of the estimated cost, to engage immediately in any project of this character, you directed inquiries to be carried on to ascertain the practicability of effecting the end in view at a reasonable expense.

Since your Honourable Court expressed the above sentiments, the Select Committee appointed by the House of Commons* to inquire into the means of promoting Communication with India by Steam, have submitted to the House Resolutions declaring the opinion of the Committee, that the net charge of effecting this object, which is recognized as of great importance both to Great Britain and to India, should be divided equally between His Majesty's Government and the East India Company; and that by proper management, the expense which has attended the experiments hitherto made, may be materially reduced.

Your Memorialists have therefore been encouraged to make inquiries into the practicability of establishing Steam Communication at a more reasonable expense than was calculated by your Honourable Court, upon the estimates you had before you in 1832; and having compared those estimates with the probable costs at present, and calculated the probable returns from postage and passengers, the results, as exhibited in the Appendix to this Memorial, are so favourable, that they are induced to submit them to your Honourable Court, with a confident expectation that they will satisfy you, that the net expense of the establishment of Steam Communication, divided between His Majesty's Government and the East India Company, will impose a burden upon the finances of India far less than you anticipated, and inconsiderable when compared with the advantages which it is calculated to produce—advantages which the late Governor-General thought would be cheaply bought at any price.

In this expectation, your Memorialists earnestly pray that

* Dated 14th July, 1834.

your Honourable Court will, in concert with His Majesty's Government, take efficient measures for the complete establishment of Steam Communication between Britain and India, by Monthly Packets to and from the Red Sea, to be in connection with the Line of Packets between Falmouth and Alexandria. And your Memorialists venture to suggest that from its central position, and other circumstances, the Port of Galle, in the Island of Ceylon, is the fittest place to be fixed as the point of arrival and departure for the Steam Packets in India, and that Suez is the fittest place in the Red Sea.

Madras Memorial to the Court of Directors.

THE APPENDIX TO MEMORIAL.

In the Despatch from the Honourable Court of Directors to the Bombay Government, dated 14th March, 1832, the Annual Expense of One Steam Vessel, including the capital sunk, is estimated at £26,800; and supposing the employment of four Steam Vessels to be necessary to keep up a Monthly Communication, the total cost per annum is estimated at £107,200. This estimate was framed with reference to the cost of the *Hugh Lindsay*, and the heavy expenses incurred in her voyages to and from the Red Sea.

Appendix to Madras Memorial, and Calculations.

On examining the estimate, it appears, first, that a vessel in every way better fitted for the service, can be procured now at a much less cost. Secondly, that the charge for fuel is greatly beyond the cost at which it may now be obtained in India, and at which it is reasonable to suppose it may be supplied in the Red Sea, when the demand becomes certain. Thirdly, that as it will not be necessary to keep more than three Steamers *employed* at any time, and probably not more than two during six months of the year, although it may be expedient to keep up four Steam Vessels to guard against accidents, the estimate is needlessly increased by providing for them all, as if in actual employment.

Appendix to
Madras Memo-
rial, and Calcu-
lations.

First, with respect to the cost of the vessel :

The Hugh Lindsay is a vessel of 411 tons, with engines of 160 horse power. Sir P. Malcolm,* from his experience in the Mediterranean, recommends vessels of 450 tons, with two

The Estimate by Mr. Morgan,
given in by Sir P. Malcolm,
is as follows :—

A Vessel of 435 tons, cost . . .	£8500
Two Engines 50 horse power . .	4400
Copper Boilers	4200
	<hr/>
	17,100
	<hr/>

engines of 50
horse power,
and Morgan's
paddles. He
estimates that
three such ves-
sels might be
placed at Bom-

bay for about £55,000, or about £18,333 each.

Mr. M. Laird† states the cost of a vessel of 400 tons, suitable for this service, fitted with engines of 180 horse-power, to be £18,700. There can be no doubt, therefore, that vessels, well adapted for the service, can be procured at the cost of £20,000 each.

The following statement shews the annual charge of maintaining a vessel purchased at that cost, compared with the estimate of the Court of Directors :—

	Cost of a Vessel of 450 tons, and 180 horse power, £20,000.	Cost of Hugh Lindsay, 411 tons, and 160 horse power . £35,600.
Capital sunk annually on vessel and boilers, for 15 years . .	£1333	£2369
Interest on capital at 4 per cent. the rate of the loan now open	800	at 6 per cent. 2012
Insurance, at 7l. 10s. per cent. on half of the ca- pital	750	1385
	<hr/>	<hr/>
	2883	5716
	<hr/>	<hr/>
		Deduct 2883
		<hr/>
		2833

* Evid. before Select Com. p. 158, 169.

† Evid. p. 71.

It thus appears that the annual charge of maintaining a vessel of greater size, and with engines of greater power than the *Hugh Lindsay*, will be £2833 less than the estimate of the Court of Directors. It is supposed to be unnecessary to make any allowance for the cost of bringing the vessel to India, as it will, of course, be used for the conveyance of troops, or stores, the freight of which will probably cover the charge.

Secondly: as to the cost of fuel.

The estimate of the Court of Directors amounts to £13,684, (exclusive of £2312 calculated as the expense of landing, warehousing, and re-shipping on the Red Sea,) for 2628 tons, being at the rate of £5 4s. 1d. per ton, on the average. The calculation is for 182½ days' consumption, at 24 hours to the day, and 84lb. per hour for every ten-horse

If engines of 10-horse power consume
80lb. per hour, 2 of 90-horse power
will use 1440 lbs. per hour, which multiplied by
24 hours per diem makes

2240lbs) 34560 (near 15 tons; which multiplied
or 1 ton.) by 18 days per month gives

270 tons per month and
by 12 gives

3348 tons per annum.

½, of which or 837 tons at 30s. is £1256

½, " or 2511 " at 60s. " 7533

£8789

amounts to 3348 tons. Of this, it may be assumed, according to the estimate of the Court of Directors, that one-fourth,

* Evidence before Select Committee. Mr. Field, p. 82. Q. 831.

Appendix to
Madras Memo-
rial, and Calculations.

power.* But it would appear that 80lb. per hour is a sufficient allowance for this power. At this rate, the daily consumption, with engines of 180-horse power, will be about 15½ tons, which at 18 days consumption per mensem, or 216 per annum, a-

Appendix to
Madras Memo-
rial, and Calcu-
lations.

or 837 tons, is the proportion to be supplied in India, and three-fourths, or 2511 tons, the proportion to be supplied in the Red Sea.

From statements of actual transactions furnished by the mercantile houses here, it appears that we are warranted in taking 30s. as a fair price for coals in India at present. The general opinion of the merchants here is, that it is likely rather to fall than to rise, since, when there is a certain demand, every vessel coming to India, without a full cargo, will bring coal for ballast, in the expectation of a very small advance upon the cost in London; assuming, then, 30s. to be the price in India, there seems to be no reason to doubt, that an increase of 100 per cent., raising the price to 60s. on the average, will be sufficient to ensure a supply equal to the demand in the Red Sea. The cost of 837 tons in India will be £1256, and the cost of 2511 tons in the Red Sea will be 7533

Total £8789 deducted from £13684 (estimate of Court of Directors) leaves £ 4895 less than that estimate.

The estimate of £2312 for landing, warehousing, and re-shipping coals in the Red Sea, appears to be larger than is likely to be necessary under a methodical arrangement; it is probable that 15s. per ton would be an ample allowance; at this rate, for 2511 tons, the charge will be £1884, or £428 less than the estimate.

Thus, under the particular heads above noticed, leaving		
In the annual expense of maintain-		all the other
ing the vessel, including the ca-		charges in the
pital sunk	£2833	estimate of the
In the cost of fuel	4895	Court of Direc-
In the charges on the Red Sea	428	tors untouched,
	<hr/> 8156	it appears that

a saving may be made of £8156, reducing the estimate of the annual expense of every vessel that may be kept in employment from £26,800 to £18,644.

Total of estimate for steam vessel		the annual ex-	Appendix to Madras Memo- rial, and Calcu- lations.
per annum	£26800	pense of every	
Deduct	8156	vessel that may	
	<u>£18644</u>	be kept in em- ployment from	

Thirdly, as to the number of vessels required to keep up a monthly communication, it appears that the average of seven voyages of the *Hugh Lindsay* was 20 days 21 hours steaming, at the average rate of six miles per hour,* while the average rate of the Mediterranean packets is seven and a quarter miles, and the difference is attributed to the unfitness of the *Hugh Lindsay*†. With a fit vessel, therefore, we may calculate upon a saving in time of about one-sixth, or say that the voyage is reduced on the average to 18 days. The stoppages amounted, on the average, to 9 days 21 hours, but with good arrangements there can be doubt that these may be reduced one-half, say to 5 days. The voyage, then, including stoppages, will be made in 23 days, and there will be 7 days to prepare for return. In the favourable season, therefore, two steamers will probably be sufficient; in the unfavourable season three will probably be necessary, but the expenses of the third, as a sea-going vessel, will continue for six months only.

It may be expedient to have a fourth in reserve, to supply the place of any of the others that may be disabled.

The estimate will then stand as follows:—

	£18644	total expense of one sea-going vessel.
Deduct	2883	expense of keeping up the vessel.
	<u>£15761</u>	sea-going expenses.

* Evidence, p. 85.

† Evidence, p. 79. Q. 787.

APPENDIX.

Appendix to
Madras Memo-
rial, and Calcu-
lations.

Four steam vessels. Cost of keeping them
up, exclusive of sea-going expenses, at
£2883 per annum,
4 = £11532

Two steam vessels employed
throughout the year, sea-
going expenses, at £15761

2

= £31522

One ditto for half-year 7881

Grand total . £50935

Estimate of Court of Directors . £107200

Revised Estimate 50935

£56265

On the whole, it appears that the annual expense will be less by more than one-half than the estimate of the Court of Directors.

It is now to be considered what return there will be from postage and passengers, as a set-off against the expense.

Taking the number of letters, to and from Britain, which annually pass through the post offices of Calcutta, Madras, Bombay, and Galle, in Ceylon, to be 300,000, as stated in the Memorial of the Inhabitants of Calcutta, and supposing that two-thirds, or 200,000, will be sent by the steam-packet when a regular monthly communication is established, which, if the postage is fixed at a moderate rate, say twelve annas, or 1s. 6d. a letter, seems to be a fair expectation, the return, even at that low rate, will be £15,000 per annum.

Newspapers and parcels :—

Madras, as per account for 1834-35 .	25843
Calcutta, say double of Madras .	51686
Bombay, say	20000
	<hr/>
	97529
Deduct one-third	32509
	<hr/>
Remainder	65020
	at 4d.
	<hr/>
	£1083

There will be a further return for newspapers, parcels, &c., say 65000, at 4d. each, which will give upwards of £1000. The whole return then, from post-

Appendix to Madras Memorial, and Calculations.

age may be reckoned at about £16,000 per annum.

Next as to passengers :—

The number annually arriving at, and departing from, Calcutta, Madras, Bombay, and Ceylon, from and to Britain, is stated in the Calcutta Memorial to be 3,160.

Now, supposing one-fifth, or 632 per annum, to prefer a passage by the steam-packets, this would give for every trip twenty-six passengers, but say only twenty, at the moderate rate of 400 rupees, or £40, the receipt will be £800, allowing £300, or three-eighths, for the cost of providing for the passengers, the net profit will be £500 per voyage, or per twenty-four voyages, £12000. That 480 passengers out of 3160 will prefer this route when the communication is regularly established, and every necessary arrangement is

Average cost of a passage by the Cape, say	£120
Cost of passage to Suez	£40
Expense of journey to Alexandria .	20
Cost of a passage from Alexandria to Falmouth	40

— 100

Saving £20

made for facilitating their progress, by which they will not only gain two months in time, but will save a sixth part of the

cost of a passage round the Cape, seems to be beyond a doubt.

Appendix to
Madras Memo-
rial, and Calcu-
lations.

The above return from passengers may therefore be safely reckoned upon as the minimum.

It appears then, that there will be a return of £28,000 per annum from postage and passengers to be set against the expense of the steam vessels; the net charge will, therefore,

Revised estimate of charge . . . £50935

Deduct estimated returns . . . 28000

£22935

be only £22935,

which divided

between His

Majesty's Go-

vernment and

the East India

Company, according to the Resolutions of the Select Committee, will make the charge upon the finances of India scarce more than £11000 per annum.

Letter of Ma-
dras Steam
Committee to
Captain Mel-
ville Grindlay.

Extract of a Letter, dated 9th April, 1836, from the Madras Steam Committee, to Captain Melville Grindlay, explanatory of the Petition.

Upon reference to the Appendix to our Memorial you will perceive that there is good ground for believing, as stated in Resolution 4th of the Select Committee of the House of Commons on the Steam question—"that by proper arrangements the expense may be materially reduced."

On the other hand, the inhabitants of Madras are of opinion that the returns have been under-rated, and your attention is particularly directed to the detailed estimate laid before the Select Committee of the House of Commons, at page 119 of the Report.

Among the reasons which have induced the inhabitants of Madras to suggest that Galle, in Ceylon, be fixed as the point of arrival and departure for the Steam packets between

India and the Red Sea, one of the most importance is its convenience as a centre for branch communication by steamers, with the several Presidencies which they hope to see ultimately established. Until this is accomplished, the system will be far from complete. When it is accomplished it will *ensure* the returns that are calculated upon from the main packets, and probably enhance them. This is likely, particularly with respect to postage, &c., if a branch communication to each Presidency were established.

Letter of Madras Steam Committee to Captain Melville Grindlay.

There seems no reason to doubt that instead of two-thirds the whole of the correspondence that now passes by the Cape, would pass by this channel, which would add 7,500*l.* to the estimate of receipts.

The inhabitants of Madras have thought it expedient to confine their petition at present to the grand object of the establishment of steam communication between the Red Sea and India, but the ulterior object of branch communication with the several Presidencies ought not to be kept out of view in discussing the subject.

This object appears to be perfectly feasible, and there seem to be good grounds to expect that the returns will *at least* cover the cost, and probably leave a surplus.

The following sketch estimate shows how easily the scheme proposed in the Petition and Memorial may be followed out, so as to render the system of communication with India complete.

The estimate provides for the probable expense of keeping up two steamers to run between Bombay and Galle, which will probably be sufficient.

Supposing that the cost of a fit vessel, say 300 tons and 100 horse power, will be 15,000*l.*, the annual charge will be as follows :—

APPENDIX.

Letter of Ma-	Capital sunk per annum for fifteen years	£1,000
dras Steam	Interest at 4 per cent.	600
Committee to	Insurance at $7\frac{1}{2}$ per cent. on half the cost	562
Captain Mel-		
ville Grindlay.		

Annual charge of keeping up the vessel 2,162

Coal, at ten tons per day, for fourteen days, at 30s. per ton,
210l. per mens., 12 per ann. 2,520

Establishment, stores, and repairs 3,000

Total expense for one steamer between Calcutta and Galle,
via Madras 7,682
2

For two 15,364

For one steamer between Bombay and Galle as above, 7,682

Add for four days coal, to make up eighteen days
in the number, for two trips 720l. 8,402

Total expense 23,766

*The following is an Estimate of the probable Returns for
Postage and Passengers :*

In postage, taking the number of letters according to the
Calcutta memorial, and supposing that the whole pass by
this channel,

		Annas.	Rupees.	£
Letters to and from Calcutta .	160,000	at 6	= 60,000	= 6,000
Madras .	70,000	4	„ 17,500	„ 1,750
Bombay .	54,000	5	„ 16,875	„ 1,687
				9,437

Add one-third to the estimate of letters per general packets, or
100,000 at 1s. 6a. 7,500

Return by postage of letters 16,937

Add for parcels and newspapers 500

Carried forward £17,437

APPENDIX.

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Return for passengers		Brought forward	£17,437	Letter of Madras Steam Committee to Captain Melville Grindlay.
Eight from Calcutta, a	30l. . .	240l.		
Six Madras	. 20l. . .	120l.		
Six Bombay	. 25l. . .	150l.		
		510l.		
		2 trips.		
		1,020l. per mensem.		
Deduct expense one-fourth	. . .	255l.		
		765l. per mensem.		
		12		
		9,180l. per annum.	9,180	
Total return by postage and passengers	. . .		26,617	
Deduct charge	. . .		23,766	
		Surplus of receipts	- . 2,851	
Estimated net charge of general packets	. . .		22,985	
Deduct surplus income for branch packets	. . .		2,851	
		Remaining net charge	£20,084	
To be divided between his Majesty's Government and the East India Company.				

Thus it would appear, that to complete the system of steam communication by branch packets to the several Presidencies would probably render the net charge on the whole below the amount of the estimate for the establishment of steam packets between the Red Sea and *one* port in India, and make the net charge on the finances of India, only about 10,000l. per annum, the remainder being chargeable to his Majesty's government, according to the resolution of the select committee of the House of Commons.

You are requested to print the above observations and

Letter of Madras Steam Committee to Captain Melville Grindlay.

and estimates respecting the branch communication between Galle and the several Presidencies, and to circulate them with the other documents.

You are requested to apprise the sub-committee of the receipt of these documents by the earliest opportunity; and as Mr. Waghorn has established himself in Egypt, we beg you will make him the medium of communication.

We are, Sir, your obedient servants,

(Signed)

PETER CATER,

C. DALRYMPLE,

Sub-committee appointed for carrying into effect the views of the general meeting.

Madras, 9th April, 1836.

Madras Steam Meeting.

MADRAS STEAM MEETING.

The following Resolutions having been adopted by the Committee for submission to the Meeting convened by the Sheriff, are published for general information.

Resolved I. That it is the opinion of this meeting, that nothing will so materially tend to develop the resources of India, to improve her people, to advance her general welfare, and to maintain the integrity of the empire, as being brought into the closest possible contact with Britain.

II. That it appears no effectual measures have yet been taken for the regular establishment of steam communication to and from India by the Red Sea, notwithstanding the resolutions of the select committee of the House of Commons, of the 14th July, 1834; viz.—

IV. Resolved, That it is the opinion of this Committee, that the experiments which have been made, have been attended with very great expense; but that from the evidence

before the Committee, it appears, that by proper arrangements the expense may be materially reduced; and under that impression, it is expedient that measures should be immediately taken for the regular establishment of steam communication from India by the Red Sea. Madras Steam Meeting.

V. Resolved, That it is the opinion of this Committee, that it be left to His Majesty's Government, in conjunction with the East India Company, to consider whether the communication should be, in the first instance, from Bombay or from Calcutta, or according to the combined plan suggested by the Bengal Steam Committee.

VI. Resolved, That it is the opinion of this Committee, that by whatever line the communication be established, the net charge of the establishment should be divided equally between His Majesty's Government and the East India Company, including in that charge the expense of the land conveyance from the Euphrates on the one hand and the Red Sea on the other, to the Mediterranean.

III. That it is the opinion of this meeting, that the expectations expressed in the fourth resolution of the select committee of the House of Commons has been justified; inasmuch as it is now ascertained, that owing to the low price of coals in India (which is likely to continue), the reduction in the expenditure of fuel, and other advantages resulting from improvements in steam machinery; the expences of steam communication between England and India, will fall far below the estimates which were framed in 1834.

V. That it is the opinion of this meeting that Point de Galle in the Island of Ceylon, is the most eligible place for the arrival and departure of steam vessels to and from the Red Sea: as, independently of its central position, the voyage between that Port and the Red Sea is more practicable throughout the year, than between the Red Sea and any other Port in India.

Madras Steam
Meeting.

VI. That in the opinion of the meeting the projected establishment of a Company for carrying on a communication, by steam, between Marseilles, Genoa, Naples, and Alexandria, in conjunction with the railroad, which is stated to be in progress between Cairo and Suez, cannot fail to create an active commercial intercourse between Continental Europe and India; and to afford a quick, easy, and economical conveyance for passengers between the two countries, which will enhance the importance, and eventually diminish the charge of completing the steam communication between Suez and India.

VII. That it is expedient to forward petitions to both Houses of Parliament; and Memorials to the President of the India Board, and to the Honourable the Court of Directors; embodying the resolutions of this meeting, and praying that the resolutions of the select committee of the House of Commons may be carried into effect.

VIII. That the petitions and memorials now read be adopted, and that the Chairman be requested to forward the same; the Memorial to the Honourable Court, through the Governor in Council, with an earnest application that he will be pleased to recommend the same in the strongest manner to their favourable consideration.

IX. That the Chairman be requested to convey the thanks of the meeting to the Right Honourable Lord Glenelg for his powerful support of steam communication between England and India, in 1834, with a request that his lordship will be pleased to present and support the petition to the House of Lords; and that the petition to the House of Commons be transmitted to W. Crawford, Esq., M.P., for the City of London, with a similar request.

X. That Captain Grindlay be appointed the Agent in London, for forwarding the object of this meeting, and that

a Committee be appointed to draw up and forward the necessary instructions for his guidance. Madras Steam Meeting.

XI. That the meeting view with much satisfaction the active exertions of Mr. Thomas Waghorn, in establishing himself in Egypt, for the purpose of facilitating the transit of passengers, parcels, and letters between Suez and Alexandria, and earnestly recommend his establishment to the favourable consideration of the Indian public,

THE MADRAS STEAM PETITION,

Madras Steam
Petition.

TO BE PRESENTED BY W. CRAWFORD, ESQ., M.P. FOR LONDON.

To the Honourable the Commons of Great Britain and Ireland, in Parliament assembled.

The humble Petition of the several Persons whose names are hereunto subscribed, being Inhabitants of Madras, in the East Indies,

SHEWETH,

That the British population of this part of India have been for a long time impressed with the conviction that nothing will tend so materially to develope the resources of India, to improve her people, to advance her general welfare, and to secure to the crown of the United Kingdom of Great Britain and Ireland the integrity of its empire over India, as the rapid and continued intercourse between the two countries by means of Steam.

That this impression has not suddenly arisen, but has been one of gradual and steadily increasing growth, in which the native population has, during these latter years, participated ; that the sincerity of this impression, British and native, has

**Madras Steam
Petition.**

been proved by the large voluntary subscriptions which have from time to time been made, whenever a prospect for accomplishing this great object presented itself.

That the government in India, no less than the people, have been anxiously desirous for the establishment of Steam communication between the two countries, and that Lord William Bentinck, the Governor General, both individually and in council, zealously supported the project in 1833, and subsequently declared, "that its advantages were so great in all its direct and indirect consequences, that in his opinion it would be cheaply bought at any price."

That the public of this presidency have read with feelings of unmixed satisfaction, the resolutions which were passed by the select committee of your honourable House in 1834, with regard to Steam Communication between England and India, but they regret that no effectual measures have yet been taken for its regular establishment in conformity with such resolutions.

That your petitioners, under the impression that the delay in carrying into effect the said resolutions, has arisen from the large outlay which the undertaking was calculated to involve, have applied themselves to an examination of the estimates which were submitted to the committee of your honourable House, and find that the price of coals in India, therein mentioned, is greatly over-rated, inasmuch as they are stated to be from eighty to one hundred and forty shillings per ton, whereas the price of coals has been at Madras, during the past five years, upon an average less than thirty shillings per ton, and this price, your petitioners are assured, is more likely to fall than to rise.

That your petitioners submit, that owing to the reduction in the consumption of fuel, and other advantages resulting from improvements in steam machinery, there are solid grounds for believing that by proper arrangements, the expense attending the establishment of periodical steam communication, may be reduced greatly below the estimates,

with reference to which the resolutions of the select committee of your honourable House were framed. Madras Steam Petition.

That with a view of covering a portion of that expense your petitioners submit that it will be proper, so soon as monthly steam packets shall be established, that legislative enactments should be passed, prohibiting, subject to certain necessary limitations for the purposes of trade, the transmission of letters, or parcels, below a certain weight, by any other conveyance than those packets.

That your petitioners believe that Point de Galle, in the island of Ceylon, is the most eligible place for the arrival and departure of steam vessels to and from the Red Sea ; as, independently of its central position, a voyage between that port and the Red Sea is more practicable throughout the year, than between the Red Sea and any other port in India ; but your petitioners, with the greatest confidence, submit all details to the wisdom of your honourable House, his Majesty's Ministers, and the East India Company, confining themselves to the humble but earnest prayer, that your honourable House will be pleased to adopt such measures as may seem requisite for carrying into effect the said resolutions of the select committee of your honourable House.

The Steam Petition from Bombay was presented to Parliament very late in the last session, Bombay Petition.
by the Right Honourable the President of the India Board.

The proposals of the Company lately projected, for establishing Steam Navigation with India by way of the Red Sea, have attracted so much attention in the commercial world, that it would be improper to omit them here, and in East India Steam Navigation Company.

East India
Steam Navigation
Company.

introducing them it would be unfair not to point attention to the name of the chairman of the Committee, Major Head who has displayed so much acquaintance with the question, and so much zeal in promoting its interests, as must inspire general confidence in his fitness to superintend the proposed establishment.

PROSPECTUS OF THE EAST INDIA STEAM NAVIGATION COMPANY.

Capital £500,000 in Ten Thousand Shares of £50 each.

PROVISIONAL COMMITTEE.

MAJOR CHARLES FRANKLIN HEAD.—CHAIRMAN.

A. F. Arbuthnot, Esq.	W. Hutt, Esq. M.P.	G. Palmer, Esq.
J. Bagshaw, Esq. M.P.	C. Kerr, Esq.	Capt. Probyn, H.C.S.
Capt. J. Barber, H.C.S.	W. Lyall, Esq.	B. Roberts, Esq.
J. Bonar, Esq.	T. Larkins, Esq.	W. Scott, Esq.
C. S. Compton, Esq.	Capt. Locke, H.C.S.	Capt. Thornton, R.N.
J. Cryder, Esq.	C. E. Mangles, Esq.	R. Thurburn, Esq.
E. M. Daniel, Esq.	Capt. Nairne, H.C.S.	J. Woolley, Esq.
D. Grant, Esq.	W. Norton, Esq.	G. Wildes, Esq.

BANKERS.

MESSRS. WILLIAMS, DEACON, LABOUCHERE, THORNTON, AND Co.

Temporary Offices—No. 6, Crosby Square, Bishopsgate Street.

The important advantages to be derived from a regular and speedy intercourse by means of Steam Navigation with the Eastern World are too obvious to need comment; the present communication from its irregularity is so injurious to commerce, that any mode by which this inconvenience can be remedied, must be productive, not only of incalculable advantages to the Mercantile Interests of this Country, but also to those of British India; the Projectors of this measure, therefore, content themselves with simply calling attention to an undertaking of such National importance.

The promoters of this project have selected the route by the Red Sea, in accordance with the following resolutions of the House of Commons, of the 14th July, 1834.

*Prospectus of
East India
Steam Navigation
Company.*

“ 1st. Resolved, That it is the opinion of this Committee, that a regular and expeditious communication with India, by means of Steam Vessels, is an object of great importance, both to Great Britain and to India.”

“ 2nd. Resolved, That it is the opinion of this Committee, that Steam Navigation between Bombay and Suez having, in five successive seasons, been brought to the test of experiment, (the expense of which has been borne by the Indian Government exclusively), the practicability of an expeditious communication by that line during the North East Monsoon has been established.”

“ 3rd. Resolved, That it is the opinion of this Committee, that the experiment has not been tried during the South West Monsoon; but that it appears from the evidence before the Committee, that the communication may be carried on during eight months of the year: June, July, August and September being excepted, or left for the results of further experience.”

“ 4th. Resolved, That it is the opinion of this Committee, that the experiments which have been made have been attended with very great expense; but, that from the evidence before the Committee it appears, that by proper arrangements, the expense may be materially reduced; and, under that impression, it is expedient that measures should be immediately taken for the regular establishment of Steam Communication from India by the Red Sea.”

It is proposed (*contingent, however, upon the co-operation and pecuniary aid of His Majesty's Government and of the Honourable East India Company, as well as a Charter limiting the personal responsibility of each Member being obtained*) to form an Association, to be called “THE EAST INDIA STEAM NAVIGATION COMPANY.”

Prospectus of
East India
Steam Navigation
Company.

That the Capital Stock of the Company be 500,000*l.*, in 10,000 shares of 50*l.* each, of which 10*l.* per share deposit is to be paid on the allotment of the shares which will only take place when the proposed Charter shall have been granted or at such period as may be necessary for enabling the Company to obtain the same.

No further call to be made without one Month's notice.

One-fourth of the shares to be reserved for India.

The affairs of the Company to be managed by a Board of Directors, to be chosen from the provisional committee, with the usual powers.

The qualification of Directors to be twenty-five shares.

Four auditors to be appointed, and their qualification to be fifteen shares.

A general meeting to be held annually.

Proprietors holding 8 shares to be entitled to 1 vote.

20	.	.	.	.	.	.	.	2	„
50	.	.	.	.	.	.	.	3	„
100	.	.	.	.	:	.	.	4	„

The Directors to call special meetings of the proprietors whenever they may deem it advisable, and also upon a requisition signed by 20 or more proprietors, holding in the aggregate at least 500 shares, such requisition to state the object of the meeting, and to be left at the office of the Company not less than twenty-one days before the proposed meeting.

The pecuniary estimate and details relating to the undertaking, have been carefully considered, and examined by competent merchants and engineers. The particulars are briefly as follows:—

The gross outlay is calculated at 250,000*l.*

The annual expenditure is estimated at 136,500*l.*, and includes a charge of 25*l.* per cent. on the outlay, for wear and tear, insurance, interest to subscribers at 5*l.* per cent. on capital paid up, and a fund to perpetuate property.

In stating the probable returns, the committee have to impress on the minds of subscribers, that this undertaking is based principally on the advantages to be derived from a regularity of communication between England and India, rather than on a large profit from the immediate investment itself. The calculations have been made upon a moderate scale, and without reliance on sources of income, partaking of speculation or doubt, but yet after the above-mentioned deductions and allowances, the result shows, that with the aid relied upon from Government and the East India Company, there appears an excess of income over expenditure as follows:—

The present contemplated income has been	
reckoned at per annum	£74,500
Allowances applied for from Government	
and the East India Company	65,000
	<hr/>
	£ 139,500

To carry into effect the plans of the Company, the following outline has been in the first instance proposed.

That a Steam Ship shall start Monthly from India and England; the time calculated on for the performance of the route being 52 days—the following Vessels will be required.

Three Ships of 600 Tons each, of adequate power, between England and Malta.

Two Ships of 480 Tons, between Malta and Alexandria.

The route across the Isthmus to be under the superintendence of the Company.

Four Ships of 600 Tons each, between Suez and India.

The preceding estimates are calculated upon a communication with Bombay, but the Company propose to extend the intercourse by Steam Vessels, with all the Presidencies as circumstances enable them to do so.

Prospectus of
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Steam Navigation
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Steam Navigation
Company.

The Committee would earnestly urge on parties friendly to the measure, the necessity of at once stating to the Provisional Committee, the number of shares they will take in the Company, so as to place the Committee in a position to enter into arrangements with His Majesty's Government.

London, 11th October, 1836.

Falmouth to Cadiz and Gibraltar	6	days.
Gibraltar to Malta	5	
Malta to Alexandria	4½	
Stoppages	3½	
	<hr/>	19
Suez to Cosseir, Jiddah and Camaran	5½	
Camaran to Mocha and Socatra	4½	
Socatra to Bombay	7	
Stoppages	5	
	<hr/>	22
		<hr/>
		41 days.

The Mail has been conveyed from Alexandria to Suez in fifty-six hours.

Passengers can pass with comfort in seven days.

Socotra to Maldives and Point de Galle	8	days.
Galle to Madras	3½	
Madras to Calcutta	4	
Stoppages	3½	
	<hr/>	19
Point de Galle to Acheen and Penang	6	
Penang to Malacca, to Singapore and Batavia	4	
Batavia to Timor	6	
Timor to Australia (Melville Island)	2	
Stoppages	6	
	<hr/>	24
Singapore to Canton	7	
	<hr/>	
Socotra to Seychelles (Mahe)	5	
Seychelles to Mauritius	5	
Stoppages	2	
	<hr/>	12 days.

The following passage from an article in the *Asiatic Journal* for October, 1836, contains the outline of a Plan somewhat differing in its details from the foregoing. Public rumour attributes the paper to a very high quarter :—

Extract from
Asiatic Journal,
Oct. 1836.

“ India requires a rapid and steady mode of communication with this country. Let it be conceded to her without delay, and placed on the most efficient footing ; but let it be carried into effect by those to whom the duty more especially belongs—by the East India Company. This plan will be liable to none of the objections which lie against all private associations, however respectable the members composing them. The East India Company, long before it relinquished commerce, had ceased to be a mere association of traders, anxious only to increase their profits. They had become the rulers of one of the noblest empires upon the face of the earth, and their views had risen with their position. Now that they are altogether unembarrassed with the details of trade, they are enabled to exercise the powers of government with a single reference to the welfare of the great community over which they rule. In their hands, there could be no question as to the fulfilment of the pledges held out to the public. They would effect the communication in the best manner, for they would have no temptation to do otherwise. In their hands, too, there could be no doubt as to the permanency of the communication. Having undertaken it without any view to profit, they would not be disappointed if it produced none. Once established, it would, therefore, be continued, and the only change to be looked for would be progressive improvement. If, therefore, those who desire the communication, desire also that it should be well performed, permanent, and progressive with the progress of science and the advancement of India in commerce and ci-

Extract from
Asiatic Journal,
Oct. 1836.

vilization, the East India Company affords the best instrument for accomplishing their purpose. The deep interest which prevails, in India as well as in England, with regard to the establishment of a regular Steam Communication between the two countries—the conflicting plans to which that interest has given birth,—afford a fitting opportunity to the governors of our eastern empire for taking upon themselves the execution of a measure recommended alike by its commercial, political, and moral advantages.

“ It is obvious that Steam Communication will be established in some way: of this, no one acquainted with India can possibly be ignorant. Seeing how ardently it is desired, and how likely it is to fail in any hands but theirs, there can be little doubt of the existence of a disposition to undertake its management, in that body which alone has the power of ensuring its success.

“ Some consideration, however, must be had to expense, although this ought not to stand in the way of so important a design. It was the recommendation of the Committee of the House of Commons, that the expense should be equally divided between the Company and the British Government. This would not be an unfair arrangement; but, perhaps, another plan, equally reasonable and equitable, would be, on the whole, more satisfactory, as it would undoubtedly be more simple.

“ The entire Post-Office arrangement between Great Britain and India should be immediately transferred to the East India Company. This would not be liable to the objection which has been urged against the investment of private persons with the power of levying postage: for the East India Company are, in fact, the governors of India, and the Post-Office, by being placed in their hands, will be placed where it ought to be. The British Government

should carry the mail to Alexandria, or to such other port as might be agreed upon; and if this were accepted as the contribution of England to an object materially beneficial to the two countries, it would be, on her side, a very favourable bargain. The Packet Establishment for the Mediterranean already existing, it would, in fact, cost the country little or nothing, while it would materially reduce the expense of the entire voyage to India. The passage over-land, and the voyage from Suez to India, should be effected at the charge of the Company. All merchant vessels proceeding to India should be required to carry letters for the Company, in the same manner as they now do for the post-master general; and the Company should be empowered to levy certain rates of postage, which, of course, would be higher upon letters directed to be forwarded by steam, than upon those left to the ordinary chance of sailing vessels. To render this plan complete and effective, the privilege of the Company should be an exclusive one; and letters, with certain exceptions, analogous to those existing in the inland Post-Office of Great Britain, should be prohibited from passing by any other agency than that of the Company. This proposal would probably raise a loud, but brief, outcry. In the lack of argument, an unpopular word would be hurled at it with great energy and show of confidence. But this warfare would soon subside and die away. A similar regulation once existed as to the conveyance of letters between England and India, and still exists at home, without producing serious inconvenience to any one. The public post is an engine of vast public convenience. To mercantile men, its benefits are incalculable; and every individual, however obscure, who ever has occasion to send or receive a letter, has his share in the advantage resulting from the certainty and celerity with which the mail is forwarded. In most cases, the post is the source of profit to the government: the

Extract from
Asiatic Journal,
Oct. 1836.

Extract from
Asiatic Journal,
Oct. 1836.

sum which is thus collected beyond the expense may be regarded as a tax ; but it is a tax of which no reasonable man complains, because he feels that while, on the whole, the transmission of letters is effected cheaper than it would be in private hands, it is also performed incomparably better. The tax too, has one advantage over most others: every person contributes exactly in proportion to the benefit which he derives from the institution, and he who derives no benefit, pays nothing. This last condition would not, indeed, apply to the transit of letters by steam to and from India ; for, as the income could not at first be expected to equal the expense, the difference would be a charge upon the public finances. The probable advantages, however, would be so great, that the charge ought to be incurred ; and it is very evident that those who enjoyed those advantages at less than their proper share of the cost, could have no cause to complain, and that no man ought to feel aggrieved at being expected to forward or receive his letters, through an establishment maintained solely on account of its public utility, and where he had his value, and more than his value, for his money. If the carriage of letters may, in any case, be confined to an exclusive channel, why not between England and India ? And if it *may* without wrong, *ought* it not, when a great public object is to be attained by the restriction, which cannot be so well effected in any other way ? It is to be hoped, that this view of the subject may be thought worth the consideration of both the East India Company and His Majesty's Ministers ; and if they should see reason to think it a sound one, that they will suffer nothing to shake their conviction.

“ It has been assumed that, in the event of Steam Communication being established between England and India, the route selected would be that by the Red Sea ; and this, indeed, admits of little doubt. We must learn a good deal

more of the Euphrates than is known at present, before we can venture to pronounce an opinion on the probability of a permanent communication by that route; and the passage by the Cape seems so universally given up, as ineligible for steamers, that it is scarcely worth while to discuss its pretensions. The only question of interest relating to this part of the subject is, whether the communication shall be confined to Bombay only, or, by being directed in the first instance to Point de Galle, be extended from thence to all the presidencies. The residents at Bengal and Madras are very earnest in favour of the latter plan, and its adoption does not appear likely to interfere materially with the interests of Bombay. The three points for consideration, in determining the question, seem to be,—first, the comparative facility of forwarding the mails; secondly, the convenience of passengers; and thirdly, the probable practicability of each route throughout the year.

“ With regard to the first, there does not appear any very decisive ground of preference as to speed. The distance between Point de Galle and Calcutta, it is calculated, may be performed by a steamer in about ten days. The usual period occupied in communicating between Bombay and Calcutta, is about twelve days; it has been performed in less, and probably might generally be effected in ten days, by suitable arrangements. If, therefore, the two passages between the Red Sea and Bombay, and the Red Sea and Point de Galle, could be effected with equal facility, the difference in point of time to Calcutta would be nothing. But then it must be recollected, that the route of the dawk lies through several of the native states, and is liable to various accidents, from which the navigation of the Bay of Bengal is exempt. For certainty, therefore, if not for speed, the latter course is to be preferred. The distance from Ceylon to Madras being much less than to Calcutta; it

Extract from
Asiatic Journal,
Oct. 1836.

is obviously better for Madras that Point de Galle should be the starting-place for the Red Sea. According to a recent statement, the number of letters arriving at, and despatched from, Calcutta and Madras, as compared with the number to and from Bombay, is in the proportion of above three to one. Where the interests of the majority and that of the minority clash, the latter, of course, must give way; but, for a reason to be assigned under the third head, it appears probable that even Bombay would not, on the whole, be a sufferer by the selection of Point de Galle. It is an important recommendation of this line that it will, at all times and under all circumstances, afford not only a direct but a safe communication with Calcutta, the seat of the Government of India. By selecting Point de Galle, also, the despatches of the British Government, to and from Ceylon, might be forwarded by steam, and, of course, without charge.

“ The conveyance of passengers is not the primary object of the proposed establishment; but it is an important part of the plan, as a source of revenue. A statement, resting on the same authority as that relating to the letters, shews the number of passengers, to and from Calcutta and Madras, to be also about three times that of persons proceeding to and from Bombay. A large proportion of them would prefer the speed and regularity of steam-conveyance to any other; but then they must have facilities for embarking or disembarking at the spot where their duty or pleasure may call them. Without altogether agreeing in the opinion of one of the witnesses, before the House of Commons, in 1834, that a passenger for Calcutta might as well be in England as at Bombay, it is certain that many would shrink from a tedious, expensive, and perhaps dangerous journey over-land. As far, therefore, as the transit of passengers is concerned, the route by Bombay would be for Bombay only; that by Point de Galle would be for all India.

“ The third consideration relates to the comparative practicability of the two plans at all seasons; and, on this ground also, the preference is due to that which takes Point de Galle as a rendezvous. It is even admitted by the warmest advocates of the Bombay plan, that the south-west monsoon would, during its continuance, operate as a serious check to the navigation between that port and the Red Sea. The other route, if not altogether free from this objection, is much less open to it; the impediment to a constant communication is less serious, and there seems little reason for doubt that a steamer from Bombay, going by Point de Galle, might generally reach the entrance of the Red Sea, as early as if it proceeded by a more direct route. On this ground, then, as well as on those previously considered, Point de Galle commands a preference. Extract from Asiatic Journal, Oct. 1836.

“ The only drawback on all these advantages is a small additional expense of branch steamers, from Point de Galle to Bombay and Calcutta; but this expense might be expected to be nearly reimbursed by the additional number of passengers, and the remaining deficiency, if any, ought not to weigh against the general benefit of India.

“ One question remains, and this relates to the frequency of communication. Little difference of opinion now exists on the point. It seems agreed, that the communication ought to be monthly, and, indeed, if less frequent, it would be useless to establish it at all. If the mail coaches of England travelled at their present rate, but were despatched only once a-week, their speed would be useless, and the expense incurred in obtaining it might as well be saved. Rapidity of transit, without frequent despatch, is of small value. A monthly communication with India by steam would be of incalculable benefit to the mercantile interests of the two countries—to the good government of India, and by consequence, to the prosperity of its immense population.”

MEMORANDUM ON THE PRESENT MODES OF COMMUNICATING WITH INDIA.

Present modes
of Communica-
tion with India.

STRICTLY speaking there are now no direct and stated means of communication between Great Britain and India ; but correspondents in the two countries are left to seek out for themselves those channels which may appear most eligible ; and, considering how little many of those upon whom the task of selection devolves, are calculated to perform it satisfactorily, it need not excite surprise if, disheartened by the apparent hopelessness of the task, they frequently decline it altogether. Many of those who have friends and relatives in India, are females—many are persons advanced in life and incapable of encountering much of either personal exertion or mental excitement — many are labouring under the infirmities of ill health—many live in a retirement so perfect as to preclude them from instituting the necessary inquiries without an entire derangement of their ordinary habits and modes of life — others, again, are resident in remote parts of the kingdom, in Devonshire or in Northumberland, in the seclusions of Wales, in North Britain, or in Ireland. To all persons thus situated, it will be of essential service to place before them a simple but complete view

of the various *media* through which they may correspond with their friends in India, under the present imperfect arrangements. That these arrangements may speedily yield to others better adapted to the existing state of society and the relative positions of England and India, is earnestly to be hoped. There is no reason why a letter from any part of the British Islands should not be forwarded to Calcutta or Bombay with as little difficulty, and as much regularity, as a letter from Bath to London. Such, however, is not at present the case, and in the interval that must elapse before an improved system can come into actual operation, it will be desirable for those interested in the subject, to possess the fullest information as to the present modes of transit. This will be an equal benefit to British residents having friends in India, and to those friends with whom they are anxious to correspond; for the real difficulties of communication, sufficiently numerous and formidable in themselves, being magnified by the fears and doubts arising from non-acquaintance with the details of business, not unfrequently tend to diminish the amount of correspondence, and even to suspend it altogether, thus seriously detracting from the happiness both of those abroad and those at home.

To facilitate correspondence with India during the continuance of the present system, the

Present modes
of Communica-
tion with India.

Present modes
of Communica-
tion with India.

following information has been communicated by MESSRS. SMITH, ELDER & Co. whose exertions, as the London Agents of Mr. Waghorn, merit special notice. In the cause of Steam Communication with India, that firm has invariably displayed a zeal, honourable alike to their commercial intelligence and enlightened liberality; and their activity has tended very greatly to promote the advancement of this important measure.

The first and most general mode of transmission is that by Ship-Letter Bags. These are made up by the brokers of the respective vessels, who duly forward all letters which may be delivered to them, free of expense. But here it is obvious a difficulty occurs. In order to secure the chance of a tolerably speedy communication, the party writing must ascertain what vessels are about to sail, and who are the brokers. This, however, even to private persons residing in London, is no easy task, and to those residing at a distance, it is almost impossible. The assistance of an Agent to furnish the requisite information and to ensure the proper delivery of the letter to the broker, becomes therefore almost a matter of necessity.

The next mode of forwarding letters to India is by transmitting them direct through the Post Office, to London, which may be done from all parts of the country. From the metropolis they will be forwarded to India by the first vessel which clears out, provided the Ship-Letter Postage, and also the Inland Postage to the port where the letter is to be shipped be paid; and whether this shall be Deal, Portsmouth, Liverpool, or any

other port, must of course depend upon the ship selected. Present modes of Communication with India. But wherever it may be, the previous payment of the postage cannot be dispensed with, as will be apparent by a glance at the long list of letters daily exhibited at the Post Office, "which cannot be forwarded until the postage is paid." It is clear, therefore, that very little is gained in point, either of ease or certainty, by the intervention of the Post Office; and from the mode in which this department of its business is now necessarily conducted, private agency will continue to possess superior facilities.

Those whose occupations connect them with commercial and maritime offices acquire information, and are enabled to avail themselves of resources which are not to be commanded in the routine of such a public establishment. They learn what vessels are wind-bound or otherwise detained in the Channel, and they are thus enabled, in many instances, to forward letters long after the broker's letter bags are closed and the vessels are cleared out. There are other points demanding consideration in which the superior advantages of private agency are apparent. Much depends upon the selection of a quick sailing vessel, and in avoiding such as touch at intermediate ports. By a judicious choice, the delivery of letters at the place of destination may be greatly accelerated. Whenever this is an object, the business should be committed to the care of an intelligent agent or friend, who should be authorised to incur such expense in regard to postage as may be necessary to carry the wishes of the writers fully into effect.

A third method is now open by the extension of the Government line of Steam Packets to Alexandria. This measure is highly creditable to His Majesty's Government who have thus set an example, which

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it may be hoped, will be speedily followed by opening, in the same manner, the whole line to India. This communication is monthly, and letters for India are consigned to the care of His Majesty's consul in Egypt. The transmission thus far is perfectly regular, but here these advantages are at an end. When arrived in Egypt, the period during which they are to remain there is a matter of perfect chance. The East India Company are the parties naturally looked to for the means of transmission onward, but hitherto nothing has been done to place the communication on a permanent footing. The mails have sometimes been detained in Egypt for entire months from want of opportunities of forwarding them; but whenever the mails have been forwarded, the result has borne most satisfactory testimony to the advantages of the route and the expedition with which it may be traversed. The last outward mail of which we have an account was only *forty-five days from Falmouth to Bombay*. The postage of a single letter from London to Alexandria, by this route, is three shillings and twopence; if it be sent from the country, there will be the additional charge of postage to London.

There is such a numerous class in England whose dearest connections are in India, and who are consequently anxious, above all things, to obtain the means of rapid and frequent communication with that country, whatever may be the cost, that this line, if perfect and regular, would be invaluable. This, however, is unfortunately not the case,—the letters duly arrive in Egypt, but beyond that all is uncertainty.

To obviate in some degree this uncertainty, Mr. Waghorn proceeded to Egypt about twelve months since, for the purpose of taking charge of those letters for India addressed to his care, through the Post Office conveyance

to Alexandria, and of forwarding them by the best means which the circumstances of the moment might enable him to command. When any conveyance is now afforded by the East India Company, whether by steam or vessel of war, *that* mode will be resorted to; but in the absence of all such arrangements, Mr. Waghorn will forward the letters by janissaries or country boats to Mocha or Aden, where the chances of their getting forwarded to India are much better than if suffered to await the Consul's opportunities. Letters intended to receive the advantage of Mr. Waghorn's services must first be registered and paid for at his agents' in England, who will affix their respective marks to entitle them to the required care. Without this preliminary the letters will not be received by Mr. Waghorn; after it has been complied with, the letters must be forwarded to Alexandria by the Mediterranean packets, post paid.

The mail is despatched on the first day of every month.

MR. WAGHORN'S AGENTS IN ENGLAND.

MESSRS. SMITH, ELDER & Co., 65, Cornhill, London.

MESSRS. D. & T. WILLIS, Liverpool.

MR. GEORGE W. WHEATLEY, Church Street, Falmouth.

Mr. Waghorn has devoted a valuable life, at the sacrifice of his professional prospects, to the promotion of Steam Communication with India, a cause in which his heart and soul are evidently embarked. His object must be ultimately attained, and it is hoped that its attainment may ensure to his services some adequate reward. For his past exertions the Steam Committee of Madras have presented him with the sum of £700.

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THE following extracts from provincial journals show the feeling which exists on the subject.

(From the Sheffield Mercury.)

TO THE EDITOR.

SIR,—I see by the public prints that the discussion on this subject is becoming very warm and general. The people of India are addressing the Legislature, the Board of Control, the Court of Directors of the East India Company—every authority in short that has any portion of power to help them—and they are right. That for which they are asking, was sanctioned two years since by a Parliamentary Report; and it is due both to England and India, that it should be granted.

Our townsmen will probably agree in this,—they will desire that the people of India should have what they request, because it is just and right,—but they will not perhaps feel that they have any personal interest in the matter. They may be induced to ask what have we to do with the establishment or the non establishment of Steam communication with India? I answer we have much to do with it. Rapid and regular communication between countries creates mutual wants, and stimulates the industry which must supply them. In proportion as our intercourse is extended with the vast regions of Asia, will the people of those countries acquire a taste for our manufactures; and in proportion to the diffusion of such taste will be the benefit which we shall derive from administering to it. From the combined result of our local advantages, our capital, our skill, and our experience, we are enabled to compete with all the world in certain articles of utility and luxury; but this vantage ground will be useless unless we improve it. We may command the markets of the whole earth: but if we will take no pains to extend the products of our industry to places where they would be gladly received, or if we suffer their place to be

supplanted by inferior and dearer goods we have only ourselves to blame.

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Apply these observations to the case which has given rise to them. A vast and populous territory in the East is subject to our Government, another large portion is indirectly under our control,—while in an immense tract of country in which we have no political influence, there is yet no indisposition to establish the connexions of trade, but rather the contrary. The people are, for the most part, just in that state which renders them the most desirable customers,—they are not naked savages,—they have made some progress in civilization, but their circumstances at present forbid, and will perhaps for ever forbid them rivalling us in the manufactures which flourish most in our country. They have the desire to possess, but they have not the power of producing the particular articles which they want. We can furnish them, but the communication between this country and the East is so tedious and uncertain, as to cast a damp over commercial enterprize, to impede the industry of one country and to diminish the enjoyment of the other. Steam communication will remove this evil. It will give rapidity and comparative certainty; create trade where it never existed; revive it where it is languishing, and bring into correspondence men separated indeed by a vast extent of sea and land, but calculated by the intercourse of trade to be mutually beneficial to each other.

I should regret that our town should be blind to its true interests, or backward in promoting the cause of human improvement; and I trust that the part it will take will exonerate it from either charge.

A SHEFFIELD MAN.

(From the Liverpool Mail.)

It is one of the proudest boasts of the “good old town of Liverpool,” that her citizens are ever foremost in promoting the cause of improvement. Looking back to the state of British commerce a hundred years ago, and comparing it

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with what we see now, we cannot but be struck with the conspicuous part played by Liverpool, and the large additions which she has been the means of making to the wealth of England and the happiness of the world at large. There is one subject now exciting extraordinary attention in commercial circles, in which we know the enlightened merchants of this town have for some time felt a high degree of interest. We mean the establishment of a regular and permanent system of steam communication between this country and India. In India the feeling on the subject is intense, and we are persuaded that the people of that country will not long have to complain of any want of sympathy in ours.

More than two years since, a Parliamentary Committee recommended the establishment of a regular communication by way of the Red Sea, the expense to be jointly defrayed by the British Government and the East India Company. The Resolution of the committees has slept, as Parliamentary resolves often do, and if the two committees at each end of the line do not conspire to rouse it, the sleep will, probably, be eternal. The people of India are doing their duty. They have transmitted petitions to both houses of Parliament, and memorials to the Board of Control, and the Court of Directors, embodying their views, and sustaining them by financial statements, which place the practicability of establishing the desired communication beyond doubt. It becomes the duty of the British public to express their opinion with equal earnestness, and if this be done, the result will not long be doubtful.

Of the extent and importance of our Indian interests we cannot trust ourselves to say anything, because it would be impossible in our brief space to give even a superficial sketch of them; but we may ask, is it not a remarkable fact that, while it has been deemed necessary to extend the benefit of regular Steam communication to so paltry a dependency as the Ionian Islands, the vast territory of India, with its myriad population, should have been regarded as unworthy of

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the same accommodation. It seems quite impossible to suppose that the good sense of the British people should suffer such a reproach to the country to continue. They must exert themselves to get rid of it. We know the opinion of the best informed members of the mercantile community of Liverpool, and we doubt not they will feel that the time is now come to speak with freedom and act with decision.

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(From the Manchester Guardian)

TO THE EDITOR.

SIR,—There are subjects intimately connected with the prosperity of the great manufacturing interests of this country, which appear for a time to excite a degree of interest corresponding with their importance, and then become suddenly and unaccountably neglected. Among them is one, which, from its position two years ago, ought not at this time to be a subject of discussion. I mean a permanent system of Steam Communication between England and India. I, for one, watched the Parliamentary inquiry in 1834, with deep interest, and am ready to bear testimony to the patience and impartiality with which it was conducted. The Committee, after a very full investigation of the question in all its bearings, reported that “it is expedient that measures should be immediately taken for the regular establishment of Steam Communication from India by the Red Sea.” Here the duty of the Committee ended. They had examined and reported not only in favour of Steam Communication generally, but in favour of a certain line. But what has been done in consequence? Nothing,—or at least nothing to the purpose, which is practically the same thing. The Committee reported in favour of one route; and all that has been done has been to expend a large sum of money in experiments upon a less promising one. I should be sorry to speak disparagingly either of the promoters of the Euphrates expedition, or of the brave and enterprising men who have been employed in it, but with every wish to do

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them justice, I am compelled, as a practical man, to ask *cui bono?* What has been done, and what is likely to be done? Some addition may have been made to our knowledge,—it may be something to *know* that the route is impracticable instead of merely *suspecting* so; but this knowledge is hardly worth so many thousand pounds. I must again assert my respect for all parties engaged in the expedition, and I have the same feeling for the adventurers into the Arctic regions; but no sensible man expects to establish a communication with India by either of these projects. Is it not strange that, while so much has been spent in trying to do that which *cannot* be done, not sixpence of the public money should be forthcoming in behalf of that which *can*.

This has not arisen from any apathy in the Indian community. Their desire for Steam Communication is intense, and they have expressed it in a manner perfectly astonishing when viewed with reference to the usual dead calm of Indian society. Their appeals in favour of the establishment of regular Steam Communication have been ardent and unremitting. The late Governor-General cordially joined in the wishes of the public, and recorded his deliberate conviction that the Steam Communication with India was “an advantage so great in all its direct and indirect consequences,” that “it would be cheaply bought at any price.” In this opinion, all who are acquainted with the subject, will agree.

Now, after all these fair appearances, here we are nearly where we were years ago. It is true that some desultory movements have taken place, some voyages have been performed, and their result has been to show the value of Steam Communication, and confirm previous impressions of its necessity and practicability. But no one can calculate upon the continuance of these attempts: what is wanted, is a system placed upon a fixed and durable basis. Lord William Bentinck, in the same minute from which his opinion on the question has been already quoted, said, and said truly, that “permanent communication can only be executed by the

Government, or by the merchants of England interested in the trade to India and China." The question now is, who will do it? Will one of the parties above named undertake it, or will they unite in the great object? I am sure that it is one well worthy the interference of Government, and that a portion of the funds of India could not be more beneficially appropriated. I mean beneficially for India as well as England, for, otherwise, I admit, such a step would not be justifiable. But India wants the means of developing her agricultural and commercial capabilities, and this Steam Communication would be an important instrument in conveying. I sincerely hope that the consciousness of this will yet have its effect upon the ruling powers.

But the second part of the late Governor General's suggestion is more within our own power. What will the merchants and traders of England do? India is a vast field for the production of that raw produce, which in this country may be subjected more beneficially to the processes of manufacturing art. India is now a consumer to a certain extent, and may become so to an undeniable extent, of our great staple commodities, thus bringing an increase of wealth to our merchants, and putting bread into the mouths of our labourers. But it is not to India only that we are to look for a market. Whoever has read Captain Burnes's Narrative (and all should read it who are interested in the welfare of their country) will be aware of the vast opening which Central Asia offers for our manufactures. Other nations are furnishing those regions with goods which we could supply better and cheaper. Why should we suffer this? Surely, with such a population as we have, depending for their very existence upon the prosperity of our manufacturing industry, we are not in a condition to say we have markets enough for our goods, and we want no more. Can we have too many? Is it not most desirable that when one fails we should have others to resort to? To us Manchester

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people the possible importance of India is incalculable. Who can foretell how long our supply of cotton from America shall be uninterrupted? The quantity of the cotton in India is, indeed, with few exceptions, inferior to that of the west, and the distance increases the freight. But the quality will improve if attention be paid to the culture and packing,—and attention will be paid to these objects in proportion as our intercourse with India is extended. The expense of transit is a more serious matter; but in the event of any interruption in our relations with America, we shall find it very convenient to have a second string to our bow, even though it should be rather more expensive than the first.

But it is principally as a consumer that India is valuable to us. Our fabrics are precisely the articles which the climate and the habits of the people require. We have done much to introduce them, and why should we hesitate to do a little more when our exertions would be repaid five hundred fold? Do not let us sit down with a notion that we have nothing to do but to mind our men and our machinery. When we have means almost unlimited of manufacturing goods, it is surely of some importance to find means of selling them. India and Central Asia offer us markets; and steam communication will tend to make them available. If, then, we are worthy of the character which we have acquired, of intelligent and enlightened traders, we shall do our utmost to promote an object so intimately connected with our own interests.

I do not mean that we, or the merchants and traders of Great Britain generally, should be expected to set in motion this great engine of improvement, without assistance from the government. But let us unite with the Indian public in invoking the authorities here to take such measures as may be necessary to ensure the required communication. Petitions to both houses of parliament have been numerously signed in all the presidencies of India, and forwarded in the hope of their presentation during the last session. This was prevented by their not arriving in time; they will, however, certainly be brought forward in the next session. Memorials

from the same quarters have also been transmitted to the Board of Control for the affairs of India, and to the Court of Directors of the East India Company. These papers are able and well reasoned, and what must particularly recommend both them and their object to men of business, they are accompanied by statements and calculations, clearly demonstrating a fact which the parliamentary committee had anticipated—namely, that by proper management the expense may be very materially reduced. The main obstacle is thus, in a great degree, overcome, and surely minor difficulties ought not to be allowed to stand in the way. It is not to be supposed that the different branches of the Indian government can be indifferent on a matter of so great importance, but they probably do not feel justified in moving without some powerful expression of public opinion. That expression, as far as one of the countries is concerned, is by no means equivocal. “A voice” from India has reached us, indicating the wishes and expectations of its people, in a manner which cannot be misunderstood. Let the same course be pursued here, and the object will be accomplished. Let every great commercial town do its part, and let our own set the example. We may wish for ever, without being a step nearer the realization of our wishes. Let us speak and act—temperately but vigorously,

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I have confined myself to a homely and business-like view of the subject, because it is that to which my education and habits have led me, and to which I feel myself most competent. I am not, however, insensible to the many moral and political advantages which are to be expected from the establishment of steam communication with India. These, however, I leave to be suggested by the mind of the reader, or to be pointed out by abler writers than myself. I make no pretensions to a higher character than that of a practical man of business, who tries to understand his own interest and that of the community to which he belongs.

I am, &c., A MANUFACTURER.

Nov. 26, 1836.

THE AUTHOR of this "View of the present State of the Question of Steam Communication with India," would have been withheld by motives of delicacy from attaching to it any announcement of a personal nature, did he not feel that the establishment which he has raised with great labour and expense, was calculated to promote the general accommodation of persons interested in India, an object to which many of the best years of his life have been devoted. This conviction, combined with the high testimonials of approbation with which his Establishment has been honoured, will, he trusts, be admitted as a valid excuse for thus drawing attention to its advantages, and referring for further information on this and other subjects connected with India, to his Offices, No. 8, St. Martin's-place, Charing-cross; and No. 16, Cornhill.

CRITICAL NOTICES

OF THE

FIRST EDITION OF THE FOREGOING WORK.

"For seven or eight years past, the propriety of establishing a regular and permanent Steam Communication between the protecting and dependent country, has been discussed. The advocates of such communication have now assumed a very determined attitude: money has been advanced, petitions signed, agents retained, and the approaching Session of Parliament is likely to be enlivened by a very brisk fire from the steam artillery of the last. The signal gun has already been discharged by Captain Grindlay. This gentleman having been appointed agent for all the Presidencies, has commenced his duties by the issue of a Pamphlet on the state of the question as to Steam Communication with India. The publication is concise; but it presents an outline of the principal features of the question, and it is without doubt remarkably well timed. In the course of a Pamphlet of less than forty pages, it was obviously impossible to exhaust the various topics which arise out of this interesting question. Captain Grindlay has, however, touched upon most of them; and by those who have as yet no acquaintance with the subject, his brochure will be found a useful introduction. He adverts to the various plans which have been proposed for carrying into effect the great object sought, and to the various routes which have been suggested. One thing is clear, in the establishment of a regular Steam Communication between Great Britain and India, there is no longer any serious difficulty, and there ought to be no further delay. If upon this plan can be grafted one for the direct defence of our Eastern dominions, we ought eagerly to embrace it, as one of the greatest boons which the hand of science ever presented to our country."—*United Service Journal*.

"This is a timely publication, with a view to the discussion which the subject of Steam Communication must (or should) undergo in the approaching Session of Parliament. The advantages, and even imperative necessity of the object, are clearly and forcibly stated by Captain Grindlay; and the documents contained in his Appendix supply a store of details and facts."—*Asiatic Journal*.

"The great and various advantages which would result from a permanent establishment of a Steam Navigation as a medium of communication with India, are now allowed on all hands; though some difference of opinion still exists as to some certain points of detail. Captain Grindlay's object in the present Pamphlet, is to show how little these details in reality affect the great principle of the plan, and to urge upon the public, and through them upon the government, the necessity of carrying the principle into operation without any further delay. Captain Grindlay points out the now almost absolute certainty, that the only course, by which a steady and rapid Steam Communication with India is to be expected is by the Mediterranean and the Red Sea; and, admitting the difference of opinion as to the point to which it should be at first directed in India, he enlarges with great force and propriety on the folly of suffering any such difference of opinion to delay the realization of a scheme which, under any modification, must be of singular, universal, and enduring benefit. At whatever

point Steam Communication may touch India, it is abundantly shown by Captain Grindlay that its effects will be felt throughout the entire country. The Pamphlet is forcibly and clearly written, and deserves every attention. Some very valuable, as well as interesting documents, are given in the Appendix to Captain Grindlay's Pamphlet."—*Examiner*.

"It has been said that India is generally regarded in this country only as a place for a few Englishmen and Scotchmen to sojourn in for a limited period of years, and then to return with competent fortunes, and diseases of the liver. There has been, perhaps, too much ground afforded for this observation; but, even estimating India at this low rate of value, it might have been thought worth while to do as much as was practicable to promote the comfort and convenience of those of our countrymen who thus adventure in pursuit of occupation and fortune. The number of them is far greater than is generally believed, and those who think that little to us, might as well cut off from their sympathies some given portion of the British Islands, and declare that nothing shall be done for it in the way of improvement. Statesmen, however, know that India is valuable for other reasons besides that of affording the means of provision for a considerable number of our enterprising countrymen; and, what is more, our enemies know this, and look with eager desire and bitter envy upon our possessions in the East. To place those possessions more completely within our grasp, the modern application of Steam to the purposes of navigation affords the best means. The subject has long been agitated both in England and in India, and will certainly occupy the attention of Parliament in the next session. Captain Grindlay has very opportunely published a view of the state of the question, which contains a great deal of information within a very small compass, and is well worth reading. He is a decided advocate for the establishment of Steam Communication under the sanction of government, and nearly as decided in his advocacy of the Red Sea as the most eligible route. The Pamphlet contains matter both commercially and socially important, which we submit to the attention of our readers, in the confidence that they will be interested by the considerations it suggests."—*Morning Post*.

"The position in which England stands with regard to India is one of great honour, but of great responsibility. The first-named country seems destined by Providence to accomplish a moral and intellectual revolution in the latter, which, though slow in its progress, will be certain and durable in its effects, and when India shall rival the nations of Europe in knowledge and science, and idol worship shall have become matter of history, her sons will look back to her connection with Britain as the source of all her improvement, and to its people as their instructors in all that purifies and elevates the mind. On the duration of our dominion it would be vain to speculate, but so long as it continues it is at once our duty and interest to make our rule beneficial alike to the governors and the governed. These reflections have been called forth by the appearance of a pamphlet from the pen of Captain Grindlay, on Steam Communication with India, a subject which is now deservedly exciting great interest. Among much of a more commercial and business-like character, Captain Grindlay has not forgotten the higher bearings of the question, and the opinions advanced in pages 21—23 are in entire accordance with our own. After some observations on the probable consequences of our expulsion from the East, which are deserving the deepest attention, he proceeds, in pages 28—31, most clearly to show how commerce must still be benefitted by the proposed measures, even supposing the ruin of our political power. Captain Grindlay's pamphlet is a very valuable contribution to the subject of which it treats, and merits universal circulation."—*Metropolitan Conservative Journal*.

"We have frequently taken occasion to draw attention to the subject of Steam Navigation with India, which has for a long time absorbed the most anxious attention in the East, and which is making so strong an impression on the minds of the mercantile community in England, that we believe it will occupy the attention of Parliament at a very early period of the ensuing Session. The advantages of such a means of intercourse no longer form a question of discussion. The chief obstacle that has hitherto retarded the accomplishment of this desirable object is its estimated cost. The Report of the Parliamentary Committee exhibited a calculation which has

since been shown by practical proofs to have greatly exceeded the probable expenditure; and many individuals have voluntarily come forward with proposals to aid in the promotion of the object, if the government would consent to support or sanction them in the undertaking. A Pamphlet, just published by Captain Grindlay, who is the accredited agent of the Steam Committees of Calcutta and Madras, amongst other statements, gives a summary view of the different routes that have been suggested, and contains in a brief compass, a mass of useful information on this subject."—*The Atlas*.

"There are few natives of this country who are not, directly or remotely, interested in the proposed curtailment of the voyage to India, whether as voyagers themselves, or as having friends who are obliged to make the voyage, or as having correspondents, commercial and private, in British India. To the voyagers a prospect is afforded of abridging the passage to the amount of half its length, and divesting it of at least half its uncertainty and danger; to merchants it promises a speedy interchange of commissions and accounts; to the absent friend it holds out a hope of more frequent, more recent, and more certain news. Nor is the earnest desire for a directer mode of communication with Hindostan confined to England and the English in India; the natives of that country see clearly the advantages to be derived by bringing their trading ally, and governing protector, virtually nearer. Under these circumstances, it seems surprising that so little has been done towards meeting the wishes of all parties at home and abroad. Captain Grindlay's Pamphlet contains a very able synopsis of the present state of the question, and we refer our readers to it for facts and particulars. We have read his statement with great interest. The author is decidedly in favour of the line by the Red Sea, which he considers to be proved to be the only feasible course, and we confess to the same opinion. The matter, at any rate has been delayed long enough, and it is high time that something should be settled. Government should either come forward at once, if it can see its own duty and interest, or sanction private enterprise in the undertaking."—*Constitutional*.

"This important subject is here handled in so masterly a manner by Captain Grindlay, the statements are so clear, the illustrations so lucid, and the arguments and inference so strong and legitimate, that we think we shall do most justice to the author by freely quoting from the Pamphlet itself. We were compelled last week to defer our continued notice of this important Pamphlet, and with considerable regret, because we feel the more the great matter on which it treats is brought before the public, the more likely it is to be brought to a speedy and happy consummation. The immense field for enterprise opened up for our arts and manufactures in the extent of our Eastern dependencies must be too evident to require any demonstration, but the means by which we can best avail ourselves of the advantage are not quite so prominently apparent. That facility of intercourse is the main propulsion of commercial effort, and the main security for its success is universally admitted. We shall not, then, waste either our own time or that of our readers in endeavouring to prove its necessity and importance in turning our Indian territory to trading account. Almost as needless is it to show that this facility is best obtained by Steam Navigation. The superior speed and certainty of vessels worked by steam power has never been denied, while the doubts of their sea-worthiness or strength to bear the shocks of the ocean are now fast passing away from the few minds in which they lingered. Science is every day lending its efficient aid to render them more capacious for freight according to their tonnage, and more safe for its carriage. Their ability to perform the voyages necessary to reach the metropolitan ports of Bengal has been amply evinced on other stations. The only difficulty seems to lie in the adoption of a route. Annexed we give Captain Grindlay's observations on this point, and sincerely trust that the ensuing Session of Parliament will not pass without some effective steps being taken by the legislature for the establishment of such a rapid and certain communication with India as our national interests and the cause of humanity and civilization demand. Hereafter we shall gladly recur to the subject, and our readers may rest assured that no efforts shall be spared on our part to promote this great object, and no time be lost in communicating what we learn. We feel the country to be deeply indebted to Captain Grindlay for his exertions, and we trust the day will come when he will not go unrewarded."—*Mining, Railway and Steam Navigation Gazette*.

" Captain Grindlay is the author of a thick octavo Pamphlet of 100 pages, accompanied with maps on the subject, which has now been agitated in this country, more or less, for two or three years. This is a great matter, requiring great knowledge and great thought, and involving a variety of important connections, dependencies, and results, which cannot be done justice to, but by those who have gone very thoroughly into them. We shall, therefore, let our author speak for himself, and leave our readers to judge, which is the only legitimate way of reviewing his work. We apprehend, in the route proposed, there would be stations for taking in supplies of coals, and that the aid of the wind, when it served, could be called to co-operate with the steam. These obvious matters have, doubtless, been taken into the account; and looking at the matter in a commercial point of view, we are very solicitous that it should be tried. Our author is so; and for the attainment of this object we earnestly recommend a perusal of his valuable Pamphlet, which is a compendium of all the information that is already accumulated on the subject. The Pamphlet contains an Appendix, full of every information."—*Prince's London Price Current*.

" The vast importance of facilitating our intercourse with India—of effecting it in forty-five or fifty days, instead of four, five, or six months—above all, of avoiding the dreadfully long voyage round by the Cape of Good Hope, if such improvement be shown to be practicable—we apprehend no one will dispute. Upon this subject, there has just appeared a publication by Captain Melville Grindlay, East India army agent, and London agent to the Steam Committees of Calcutta and Madras; a gentleman who has also long and zealously exerted himself in the promotion of this great and national object. The moral and national advantages that will accrue to both countries, by the establishment of better and fuller communications with India, are forcibly and naturally stated by Captain Grindlay."—*Morning Advertiser*.

" Captain Melville Grindlay (the well-known East India army-agent) is the author of this pamphlet. He argues, and with considerable force and justice, that, as yet we have been too tardy in adopting the means afforded by Steam (the wonder-worker of the 19th century) to effect a quick and safe communication with India. By quickening the communication, the distance between England and India is virtually lessened, and the necessity of more facile intercourse is too obvious to be argued now. There is an Appendix containing various documents, which show the anxiety in India to effect the purpose which Captain G. advocates. There is also an account of Mr. Waghorn's mode of sending letters to India, via Egypt.—Upon the whole, we look upon this Pamphlet as a very important one. It proves that there must be a speedy communication with India by Steam."

Liverpool Journal.

" At the present time, when the facility of communication between distant points is an almost universal topic, this little work deserves a careful perusal. The author, from the situations which he holds, as agent for the Indian army and the Steam Committee, has had access to the most ample information on the subject which he treats; and his work proves that he is capable of improving and applying that information to the best advantage. After a few introductory remarks on modes of communication in general, he glances at the different routes to India which have been proposed in that country and in England, with the difficulties attending them, proposes the route by the Mediterranean and Red Sea, and points out its practicability and its advantages. More than half the pamphlet consists of an Appendix, containing various important documents connected with the subject. The whole work bears traces of a master's hand. We are gratified to find that a similar testimony has been borne to his merits in the *Asiatic Journal* and other periodicals, whose testimony is high authority in all that relates to Indian affairs."—*Liverpool Chronicle*.

" This is a small, but very important publication, on the advantages of Steam Communication to India, which are clearly and ably set forth by Captain Grindlay, a gentleman who has had the best opportunities of forming correct opinions on the subject, especially in his capacity as agent to the Steam Committees of Calcutta and Madras. An excellent map, showing the proposed line of Steam Communication

with India, the distance and estimated time, &c., accompanies the work ; and also an Appendix, containing petitions to Parliament, and other interesting documents."

Sheffield Iris.

" This ably written Pamphlet contains a history of the various schemes which have been proposed for obtaining Steam Communication with India — a measure so important to this country, in a political and commercial point of view. It is written with temper, and points out the superiority of the Red Sea route to any other, in a masterly manner. The Pamphlet and the important documents in the Appendix, will do great good, and open the eyes of the country to the magnitude and importance of the undertaking."—*Leeds Times.*

" This is a clever Pamphlet on a subject of vital importance to this country.—Captain Grindlay has in a very clear and succinct manner, given nearly all that can be said on this interesting topic — and we owe this Pamphlet a cordial and general recommendation — for this is not a subject interesting to the man of figures only, but to all classes of society, when we consider the vast number of persons whose nearest and dearest hopes and feelings are bound up with India — persons not only of high but of low degree — and, therefore, while the successful operation of this scheme will add to the wealth of the affluent and conduce to the prosperity of others, it will likewise be, we doubt not, looked upon by the humble classes as a great blessing conferred on them by shortening the distance between severed friends. The work is accompanied by a Map and a valuable Appendix."—*Farley's Bristol Journal.*

" This is a well written Pamphlet on an important subject. It is a great reproach to us that our official post communication with that vast continent is so precarious. We had no idea before, that there subsisted so little organized system of intercourse between the mother country and her dependencies in the East ; and much loss, both direct and indirect must be the result. — Several lines of communication have been suggested at different times, and experiments partially made by government ; but the route by Gibraltar, Malta, and the Red Sea, seems in every respect practicable. It is singular that a state of things so different from that subsisting between this country and the rest of her colonies, should have so long continued. We trust that our author's appeal will not be in vain."—*Hull Rockingham.*

" The route by the Euphrates being abandoned, the attention of the public is directed to that by the Red Sea. On this important subject an able Pamphlet by Captain Grindlay, has just appeared. The well-informed author computes that the communication to Bombay could be effected in forty-eight days ; to the Point de Galle in forty-nine ; to Madras in fifty-four ; and to Calcutta in fifty-nine."

Glasgow Chronicle.

" The advantages of speedy and certain communication with India are so great, that we have good authority for saying they would be ' cheaply bought at any price.' The cost, however, to the British Government, would be but 11,000*l.* for establishing Communication by Steam between this country and its dependency. It has been done in forty-five days, and there is no reason why it should ever require any longer time. Captain Grindlay's Pamphlet, accompanied by an excellent Map, explains the ways and means. Those who understand thoroughly its national importance, have nothing to do but to make people acquainted with its practicability, and this after all not difficult enterprize will speedily be accomplished."

Cheltenham Free Press.

" This little work will have great weight with the public towards effecting the most important desideratum of all the improvements modern enterprise has accomplished. The writer argues the matter, and offers irrefragible testimony in proof of every thing he advances. The public, not only in England, but in India as well, are anxious for a more speedy communication betwixt Great Britain and her most magnificent dependency. This gave rise to the Euphrates experiment, which has failed and left no other resource but the one so ably recommended by Captain Grindlay."

Keene's Bath Journal.

"A Pamphlet on this long-agitated subject has just appeared, from the pen of Captain Melville Grindlay, East India Army Agent, and London Agent to the Steam Committees of Calcutta and Madras. The author shews that the various routes which have been proposed, with the exception of that by the Mediterranean and the Red Seas, are all open to strong objections; and as our commerce will not survive our political power in India, he urgently appeals not only to the honour but to the interest of this country, in behalf of a measure which is demanded by every consideration of public advantage, both in a political and in a commercial point of view. It is with much pleasure we insert some of the most striking passages from this nationally-important publication."—*Bath and Cheltenham Gazette*.

"This Pamphlet is eminently entitled to the attention of men of all ranks, of all interests, and of all parties in the State, and the store of statistical and general information which Captain Grindlay has brought to the task, gives his observations every claim to public confidence."—*Cheltenham Herald*.

"Captain Grindlay has just written a very able Pamphlet on the present state of the question as to Steam Communication with India, a subject, by the bye, to which sufficient attention does not appear to have been paid either by the newspaper press or the British public. The Government, as well as the East India Company, must be fully aware of its importance, and will, we trust, take prompt measures to secure so great a desideratum, particularly to the mercantile world.—We so perfectly agree with the statements and arguments of Captain Grindlay, that we cannot do better than adopt his own language, and give extracts from his publication, which we earnestly recommend for general perusal."—*Brighton Herald*.

"We have perused a Pamphlet 'on the state of the question of Steam Navigation in India,' that work being avowedly the production of Captain Melville Grindlay, agent in London to the Steam Committees of Calcutta and Madras. It is naturally to be supposed that the question of the expediency and practicability of the establishment of such a means of direct and speedy communication with our vast possessions in the East should be placed in the most favourable point of view by such a writer; but we must do that gentleman the justice to say that having carefully perused the estimates of the expenses of fitting out and maintaining such an establishment as would be requisite for that end, with an estimate of the probable returns; these latter, founded on documents the correctness of which cannot be questioned, we are fully persuaded that the former are more than ample for the object proposed, if the affairs of the establishment are directed by persons who have had experience in Steam Navigation; and the book steers clear of the visionary schemes which every few months are to work such wonderful changes in the steam engine, but which usually end in disappointment."—*Brighton Guardian*.

"We hail the appearance of this well-written and interesting Pamphlet, and trust it is the harbinger to the time when India, and all matters connected with that immense portion of the British Empire, will excite more interest than hitherto. It is singular, but remote locality seems to deaden sympathy more than remote times. Every thing relative to Egypt, Greece, Rome, and Palestine, still continues to be received with intense interest and curiosity; whilst India, the parent of religions, the arts, sciences, history, astronomy, agriculture, and of the useful arts, has not hitherto generally awakened that desire for information which her importance demands, and which *a priori* it might be assumed she would arouse in a nation so intimately connected with her as Great Britain. It is true that since the days of Sir William Jones, to go no further back, curiosity has been partially aroused; learned men have begun to study her history, her theology; and the nation generally has felt more interested in Indian affairs than formerly. That apathy was, perhaps, chiefly owing to the great distance that intervenes between the two countries. Were India nearer, how soon would every particular relating to such a country be diffused over the nation! This, steam will effect; and India will be brought, judging space by the time required to pass over it, many thousand miles nearer to England than at present. Time, however, is not the only advantage which will be the result of Steam Navigation. Instead of the route round the Cape of Good Hope, it will be far more direct. The Mediterranean will again become the great road between Europe and India.

How many thoughts does this awaken? Venice—Genoa, in comparative decay, in consequence of the discovery of the passage round Africa; and now again the old route opened by means of Steam! How different might have been the aspect of many parts of the world had steam been discovered a few centuries earlier? From the work before us, it seems that the passage from

Falmouth to Gibraltar may be made in	6 days.
———— Malta	14 „
———— Alexandria	19 „
———— Suez	22 „
———— Bombay	48 „
———— Madras	54 „
———— Calcutta	59 „

This is a most important national object, and one that ought to be pursued with zeal and perseverance till the communication is complete, and India united to Great Britain by bonds of mutual interests. We contemplate a time when the government of our dependencies will be placed upon a better and more liberal footing than they have been; when the great object will be, not to enrich a few great families or persons, but to extend the benefits of good government to all who live under British legislation.”—*Brighton Patriot*.

“In whatever aspect India is contemplated, its claims upon the attention of England are of paramount importance. To the mind of the Christian, its teeming population, ‘sitting in darkness and in the region of the Shadow of Death,’ calls forth the most active measures for the distribution of the light of life. As a portion of the British Empire, its widely extended boundaries, its inexhaustible resources, its immense wealth, and the moral and physical power it confers on this country, demand the closest attention to every question which would facilitate mutual intercourse, or cement it more closely to Britain. There are few families in this country who are not more or less personally interested in the affairs of India. It is on her shores that British youth, in military and civil service, and Christian Missionaries in their work of philanthropy and mercy, are actively engaged; and in the soil of India is deposited the remains of our dearest friends. The extent of the correspondence between the two countries is immense. The average number of letters passing and repassing in a year, is not much less than half a million. To shorten the time of transit, therefore, between the two countries, has long been a subject of anxious inquiry, and various methods have been suggested. The result of the Euphrates expedition having disappointed the hopes of its projectors, and the Cape route being universally abandoned, attention has been directed, and expectation has been raised, to the adoption of Steam Communication by the Mediterranean and the Red Sea. An able Pamphlet has just appeared from the pen of Captain Melville Grindlay, accompanied by an excellent explanatory Map. We recommend a perusal of the Pamphlet, which sets forth, in a few words, the practicability, importance, and advantages of the adoption of Steam Communication with that remote portion of the British Dominions.”—*Leamington Chronicle*.

“Experience having proved that a rapid communication with India may be accomplished by the aid of Steam, it is clear that the question of expense cannot long delay the formation of an establishment for carrying this great and important object into effect. Captain Grindlay in the Pamphlet before us, has taken a very proper view of the whole question, and has ably discussed it in all its bearings.—The Appendix contains several official documents, and much information on Steam Communication with India, and we recommend the Pamphlet to the attention of all who are desirous of promoting a speedy intercourse with that vast empire.”

Falmouth Packet.

“We have been favoured with a copy of this highly interesting and valuable statistical brochure. At the present time, the question of a facile communication with our Oriental possessions is one of great national importance, and from what we can gather from a hasty glance, Captain Grindlay appears to have taken up the question

